Plan prepared for:

The Wyoming Department of Transportation, Aeronautics Division and the Federal Aviation Administration

Plan prepared by:

Short Elliott Hendrickson Inc.
KRAMER aerotek, inc.

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Under direction from:

The Wyoming Statewide Airport Inventory and Implementation Plan Task Force Members:

Amber Schlabs – WYDOT-Aeronautics
Cheryl Bean – WYDOT-Aeronautics
Christy Yaffa – WYDOT-Aeronautics
Jeff Rose – Aeronautics Commission
Jim Parker – Ralph Wenz Field
John Stopka – Sheridan County Airport
Kevin Luey – FAA-Denver ADO
Roman Piñon – FAA-Denver ADO
Sean Christensen – Powell Municipal Airport

The following statement is required per Paragraph 425.b(4) of Federal Aviation Administration Order 5100.38C, Airport Improvement Program (AIP) Handbook dated June 28, 2005:

"The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this study by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws."

Table of Contents

Title Page
Table of Contents
List of Acronyms

Page

1.0 Study Overview, System Vision and Goals 1-1

1.1 Study Overview 1-1
1.1.1 Study Purpose and Objectives 1-1
1.1.2 Study Task Force 1-2
1.1.3 Study Value to WYDOT, Aeronautics Division 1-2
1.1.4 Study Value to Federal Aviation Administration 1-3
1.1.5 Study Value to Airport Sponsors/Owners 1-3
1.1.6 Study Method and Process 1-3
1.2 Wyoming Aviation System Vision 1-4
1.3 System Goals 1-5
1.3.1 Existing WYDOT Transportation and Aviation-Related Goals 1-5
1.3.2 Wyoming Aviation System Goals 1-6

2.0 Wyoming Airport Classification System 2-1

2.1 Current Wyoming Airport Classification System 2-1
2.1.1 FAA National Airport System Categories 2-1
2.2 Airport Classification Considerations For Wyoming 2-5
2.3 New Wyoming Airport Classification System 2-6

3.0 Inventory 3-1

3.1 Economic Centers 3-1
3.1.1 Wyoming's Population Distribution 3-1
3.1.2 Unique Wyoming Factors (Natural Resources) 3-4
3.1.3 Estimated Taxable Retail Sales 3-6
3.2 Wyoming Airports Locations, Sponsorship and Classification 3-7
3.3 Airside Airport Facilities 3-10
3.3.1 Airport Reference Code 3-10
3.3.2 Runway Facilities 3-13
3.3.2.1 Wind Coverage 3-13
3.3.2.2 Runway Visual Aids 3-13
3.3.2.3 Runway Lighting 3-14
3.3.2.4 Runway Safety Areas 3-14
3.3.2.5 Runway Protection Zone Ownership 3-14

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Table of Contents (Continued)

3.3.3 Taxiway Facilities 3-14
3.3.4 Pavement Condition Index 3-14
3.3.5 Approaches 3-15
3.3.6 Airport Visual Aids, Communications and Weather Reporting 3-15
3.3.7 Ramp/Apron and Airport Security 3-16
3.3.8 Hangars 3-16
3.4 Landside Airport Facilities 3-16
3.4.1 Airport Access and Auto Parking 3-16
3.4.2 Commercial Terminal Building 3-17
3.4.3 General Aviation Terminal Building 3-17
3.5 Activity 3-17
3.5.1 Wyoming Registered Aircraft and Pilots 3-18
3.5.2 Aircraft Operations 3-18
3.5.3 Based Aircraft 3-19
3.5.4 Air Cargo 3-20
3.5.5 Commercial Service 3-20
3.5.6 Airport Uses 3-23
3.6 Airport Services 3-23
3.6.1 Aircraft Services 3-23
3.6.2 Fuel 3-23
3.6.3 Pilot Services 3-24
3.7 Airport Administration 3-24

4.0 Forecast 4-1
4.1 Introduction 4-1
4.2 Methodology 4-1
4.3 National Trends 4-2
4.4 Wyoming Trends 4-3
4.4.1 Passengers Enplanements 4-3
4.4.2 Based Aircraft 4-6
4.4.3 Aircraft Operations 4-7
4.5 Forecast Summary 4-8
4.6 Capacity Analysis (Annual Service Volume) 4-17

Table of Contents (Continued)

5.0 System Objectives and Performance 5-1

5.1 Overview 5-1

5.2 Airport Layout Plan 5-7

5.2.1 System Performance – Airport Layout Plan 5-8

5.3 Airport Reference Codes 5-9

5.3.1 Commercial Service Airports 5-9

5.3.2 Business Airports 5-10

5.3.3 Intermediate Airports 5-10

5.3.4 Local Airports 5-10

5.3.4.1 System Performance – ARC 5-10

5.4 Primary Runway Approach Lighting Systems 5-11

5.4.1 System Performance – Primary Runway Approach Lighting Systems 5-12

5.5 Primary Runway Instrument Approach Type 5-13

5.5.1 System Performance – Primary Runway Instrument Approach Type 5-14

5.6 Paved Auto Parking 5-15

5.6.1 System Performance – Paved Auto Parking 5-15

5.7 Deicing 5-16

5.7.1 System Performance – Deicing 5-17

5.8 Perimeter Fencing 5-18

5.8.1 System Performance – Perimeter Fencing 5-19

5.9 Fixed Based Operator 5-20

5.10 Food Choices 5-20

5.10.1 System Performance – Food Objective 5-20

5.11 Fuel 5-21

5.11.1 System Performance – Fuel 5-21

5.12 Ground Transportation 5-22

5.12.1 System Performance – Ground Transportation 5-22

5.13 Hangars 5-23

5.13.1 System Performance - Hangar 5-24

5.14 Lighted Hangar Area 5-24

5.14.1 System Performance – Lighted Hangar Area 5-25

5.15 Land Use Protection Plan 5-26

5.15.1 System Performance – Land Use Protection Plan 5-27

5.16 Legislative Liaison 5-28

5.16.1 System Performance – Legislative Liaison 5-29

5.17 Aircraft Maintenance 5-30

5.17.1 System Performance – Aircraft Maintenance 5-30

Table of Contents (Continued)

5.18 Airport Manager 5-31
5.18.1 System Performance – Airport Manager 5-32
5.19 Airport Master Plan 5-33
5.19.1 System Performance – Airport Master Plan 5-33
5.20 Minimum Standards 5-34
5.20.1 System Performance – Minimum Standards 5-35
5.21 Noise Contour Map 5-36
5.21.1 System Performance – Noise Contour Map 5-36
5.22 Pavement Management Plan 5-38
5.22.1 System Performance - Pavement Management Plan 5-38
5.23 Public Telephone 5-39
5.23.1 System Performance – Public Telephone 5-40
5.24 Pilot Lounge and Planning Room 5-41
5.24.1 System Performance – Pilot Lounge/Planning Room 5-41
5.25 Public Restrooms 5-42
5.25.1 System Performance – Public Restroom Objective 5-42
5.26 Primary Runway Length 5-43
5.26.1 Commercial Service and Business Airports 5-44
5.26.2 Intermediate Airports 5-44
5.26.3 Local Airports 5-45
5.26.3.1 System Performance – Primary Runway Length 5-45
5.27 Primary Runway Edge Lighting 5-47
5.27.1 System Performance – Primary Runway Edge Lighting 5-48
5.28 Runway Protection Zone Ownership 5-49
5.28.1 System Performance – Runway Protection Zone Ownership 5-50
5.29 Runway Safety Areas 5-51
5.29.1 System Performance – Runway Safety Area 5-52
5.30 Primary Runway Strength 5-53
5.30.1 Runway and Pavement Types 5-53
5.30.2 Aircraft Gear Configuration 5-54
5.30.3 Commercial Service Airports 5-54
5.30.4 Business Airports 5-55
5.30.5 Intermediate Airports 5-55
5.30.6 Local Airports 5-55
5.30.7 Paved Runway Strength Objective 5-55
5.30.7.1 System Performance – Runway Strength 5-56
5.31 Primary Runway Width 5-56
5.31.1 System Performance – Primary Runway Width 5-57

Table of Contents (Continued)

5.32 Taxiway Type and Width 5-58
5.32.1 System Performance – Taxiway Type and Width 5-59
5.33 Taxiway Lighting 5-59
5.33.1 System Performance – Taxiway Lighting 5-60
5.34 Terminal Building 5-61
5.34.1 System Performance – Terminal Building 5-61
5.35 Visual Aids 5-62
5.35.1 Other Visual Aids 5-62
5.35.1.1 System Performance – Other Visual Aids 5-63
5.36 Weather Reporting Facilities 5-64
5.36.1 System Performance – Weather Reporting Facilities 5-65
5.37 Wind Coverage 5-65
5.37.1 System Performance – Wind Coverage 5-66
5.38 Combined System Performance 5-67

6.0 System Goals/Performance 6-1

6.1 System Goals 6-1
6.1.1 Goal: Provide a Safe and Secure Integrated Aviation System for its Users and the General Public 6-1
6.1.1.1 Measure: Percent of Airports Meeting the RSA Objective 6-1
6.1.1.2 Measure: Percent of Airports Meeting the Primary Runway Edge Lighting Objective 6-2
6.1.1.3 Measure: Percent of Airports Meeting Perimeter Fencing Objective 6-3
6.1.1.4 Measure: Percent of Airports Meeting Weather Reporting Facilities Objective 6-3
6.1.1.5 Measure: Percent of Airports with Weather Reporting Facilities Connected to the National Airspace Data Interchange Network 6-4
6.1.1.6 Measure: Percent of Airports Meeting RPZ Ownership Objective 6-5
6.1.1.7 Measure: Percent of Airports Meeting the Visual Aids Objective 6-6
6.1.1.8 Measure: Percent of Airports Meeting Hangar Lighting Objective 6-6
6.1.2 Goal: Maintain an Aviation System to Support Current and Future Demand while Optimizing Public and Private Investment 6-7
6.1.2.1 Measure: Percent of Airports Meeting PCI Rating of "Acceptable" 6-7
6.1.2.2 Measure: Percent of Airports with a Paved Runway with a Pavement Management Plan 6-8
6.1.2.3 Measure: Percent of Airports Meeting All Facility and Service Objectives 6-9
6.1.2.4 Measure: Percent of Airports Meeting Both the MP and ALP Objective 6-9

Table of Contents (Continued)

6.1.2.5 Measure: Percent of Commercial Service and Business Airports with an Economic Impact Study on Record with Aeronautics.....6-10

6.1.3 Goal: Provide Accessible, Cost-Effective, and Reliable Transportation Options.....6-11

6.1.3.1 Measure: Percent of Wyoming Population Within 90 Minutes of a Commercial Service Airport and 30 Minutes of all Other System Airports.....6-12

6.1.3.1.1 Potential System Redundancy.....6-12

6.1.3.1.2 Potential System Redundancy - Commercial Service Airports.....6-14

6.1.3.1.3 Potential System Redundancy – General Aviation Airports.....6-19

6.1.3.2 Measure: Percent of Wyoming Population Within a 90 Minute Drive Time of an Airport Offering Air Charter Service.....6-34

6.1.3.3 Measure: Percent of Economic Centers Located Within 60 Minutes of a Commercial Service or Business Airport.....6-39

6.1.3.4 Measure: Percent of Commercial Service, Business and Intermediate Airports Meeting the Primary Runway Instrument Approach Objective.....6-42

6.1.4 Goal: Develop a Statewide Aviation System That Enhances Economic Activity.....6-43

6.1.4.1 Measure: Percent of Commercial Service/Business Airports Meeting 6 out of 7 Full Service Attributes (24-hour Fuel, FBO, Aircraft Maintenance, Charter Service, Flight Training, Deicing Facilities, Aircraft Rental).....6-43

6.1.4.2 Measure: Percent of Airports Meeting the Terminal Building Objective.....6-44

6.1.4.3 Measure: Percent of Airports Meeting the Fuel Objective.....6-45

6.1.5 Goal: Promote an Aviation System that is Environmentally Responsible.....6-45

6.1.5.1 Measure: Percent of Airports Meeting the Land Use Protection Plan Objective.....6-45

6.1.5.2 Measure: Percent of Commercial Service Airports Meeting the Deicing System Containment Objective.....6-46

6.1.5.3 Measure: Percent of Airports Meeting the Noise Contour Map Objective.....6-46

6.1.6 Goal: Promote Educational Activities and Raise Public Awareness of the Aviation System and its Value.....6-47

6.1.6.1 Measure: Percent of Commercial Service/Business Airports with Web Site or a Dedicated Page on a Sponsor Web Site.....6-47

6.1.6.2 Measure: Percent of Airports with Annual Air Show, Fly-In, or Other Public Event.....6-48

Table of Contents (Continued)

6.1.7 Goal: Sustain and Provide a System of Commercial Service Airports that Provides Convenient and Reliable Access to the National Transportation System at a Competitive Price 6-49

6.1.7.1 Measure: Percent of Population Within 90 Minutes of a Commercial Service Airport....6-49

6.1.7.2 Measure: Percent of Commercial Service Airports that Average Three Daily Frequencies....6-54

6.1.7.3 Measure: Percent of Commercial Service Airports with Service to Two or More Hub Airports....6-55

6.1.7.4 Measure: Percent of Commercial Service Airports Growing or Retaining Annual Seats When Compared with an Average of the Three Previous Years....6-56

6.1.7.5 Measure: Percent of Commercial Service Airports Growing or Retaining the Number of Enplaned Passengers When Compared with an Average of the Three Previous Years....6-57

6.1.7.6 Measure: Percent of Commercial Service Airports that Meet the FAA Entitlement Thresholds to Qualify as a Primary Airport...6-58

6.1.7.7 Measure: Percent of Affirmative Response Rates to Airport Awareness Questions in WYDOT Customer Satisfaction Surveys....6-59

6.1.7.8 Measure: Percent of Commercial Service Airports with Restrooms in the Secure Passenger Area....6-59

7.0 Future System Performance 7-1

7.1 Future Report Cards....7-2

7.2 Future Objectives....7-3

7.2.1 Airport Layout Plan....7-3

7.2.2 Airport Reference Code....7-3

7.2.3 Primary Runway Approach Lighting System....7-4

7.2.4 Primary Runway Instrument Approach Type....7-4

7.2.5 Paved Auto Parking....7-4

7.2.6 Deicing....7-5

7.2.7 Perimeter Fencing....7-5

7.2.8 FBO....7-5

7.2.9 Food Choices....7-6

7.2.10 Fuel....7-6

7.2.11 Ground Transportation....7-6

7.2.12 Hangars....7-7

7.2.13 Lighted Hangar Area....7-7

7.2.14 Land Use Protection Plan....7-7

7.2.15 Legislative Liaison....7-8

7.2.16 Aircraft Maintenance....7-8

Table of Contents (Continued)

7.2.17 Airport Manager 7-8
7.2.18 Airport Master Plan 7-9
7.2.19 Minimum Standards 7-9
7.2.20 Noise Contour Map 7-10
7.2.21 Pavement Management Plan 7-10
7.2.22 Public Telephone 7-11
7.2.23 Pilot Lounge and Planning Room 7-11
7.2.24 Public Restroom 7-11
7.2.25 Primary Runway Length 7-12
7.2.26 Primary Runway Edge Lighting 7-12
7.2.27 Runway Protection Zone Ownership 7-13
7.2.28 Runway Safety Areas 7-13
7.2.29 Primary Runway Strength 7-13
7.2.30 Primary Runway Width 7-14
7.2.31 Taxiway Type and Width 7-14
7.2.32 Taxiway Lighting 7-14
7.2.33 Terminal Building 7-15
7.2.34 Visual Aids 7-15
7.2.35 Weather Reporting Facilities 7-16
7.2.36 Wind Coverage 7-16

8.0 Air Service 8-1

8.1 Air Service Goal, Measures and Issues 8-1
8.1.1 Goal 8-1
8.1.2 Measures 8-1
8.1.3 Issues 8-2
8.2 Recent Gains in Air Service 8-3
8.3 Programs that Directly Support Air Service 8-6
8.3.1 Air Service Initiatives Prior to 2004 8-6
8.3.2 Current Air Service Programs 8-6
8.3.2.1 Air Service Enhancement Program 8-7
8.3.2.2 Fly Wyoming Program 8-8
8.4 Structure of Wyoming Air Service 8-8
8.4.1 Summary of Influencing Factors 8-8
8.4.2 Size of Wyoming Airports 8-9
8.4.3 Wyoming's Hub and Spoke Systems 8-10
8.4.3.1 Importance of Denver and Salt Lake City Service 8-11
8.4.3.2 Critical Role of Regional Carriers 8-12
8.4.4 Current Levels of Service 8-13

Table of Contents (Continued)

8.4.5 Other Factors Impacting the Structure of Service 8-15
8.4.5.1 Southwest Expansion at Denver 8-15
8.4.5.2 Essential Air Service 8-15
8.4.5.3 Aircraft Fleet 8-15
8.4.5.4 Conditions in the Airline Industry 8-16
8.4.5.4.1 Fuel Cost and Passenger Yields 8-16
8.4.5.4.2 Airline Mergers and Acquisitions 8-18
8.5 Factors that Influence Demand for Air Service 8-19
8.5.1 Air Service Development Cycle 8-19
8.5.2 Wyoming Passenger Retention Rates 8-20
8.5.3 Estimate of Market Potential 8-25
8.5.4 Enplanement Trends 8-26
8.5.5 Socio-Economic Trends 8-29
8.5.5.1 Overview 8-29
8.5.5.2 Population 8-31
8.5.5.3 Employment 8-32
8.5.5.4 Per Capita Personal Income 8-33
8.5.5.5 Implications of High Employment Growth 8-35
8.6 Market Characteristics and Fares 8-35
8.6.1 Load Factors 8-35
8.6.2 Top Wyoming Destinations 8-37
8.6.3 Competitiveness of Wyoming Fares 8-38
8.6.3.1 Average Fares at Wyoming Airports 8-39
8.6.3.2 Average Fares at Competing Airports 8-39
8.6.3.3 Average Fares at Peer Airports 8-41
8.6.3.4 Available Data to Evaluate Fares 8-44
8.7 Next Steps 8-45
8.7.1 Importance of Recent Air Service Gains 8-45
8.7.2 Air Service Objectives for Individual Airports 8-48
8.7.3 Priorities for the Aeronautics Division 8-49
8.7.3.1 Monitor the Industry for Wyoming Impacts 8-49
8.7.3.2 Market to Retain and Build Traffic 8-50
8.7.3.2.1 Update/Maintain Websites 8-50
8.7.3.2.2 Community Air Service Meetings 8-50
8.7.3.2.3 Support Marketing to Attract Visitors 8-51
8.7.3.3 Review Effectiveness of Air Service Enhancement Grants 8-51
8.7.3.4 Develop, Explain, and Distribute Market Data to the Airports 8-51
8.7.3.5 Monitor Operating Conditions for Great Lakes Airlines 8-52

Table of Contents (Continued)

9.0 Implementation Plan 9-1

9.1 Funding Sources 9-6
- 9.1.1 Federal Funding 9-6
- 9.1.2 Wyoming State Funding 9-7
  - 9.1.2.1 Wyoming Aeronautics Commission Grant Funding 9-7
    - 9.1.2.1.1 95% Federal/3% State/2% Local 9-7
    - 9.1.2.1.2 80% State/20% Local 9-7
    - 9.1.2.1.3 60% State/40% Local 9-8
    - 9.1.2.1.4 50% State/50% Local 9-8
  - 9.1.2.2 Wyoming Aeronautics Commission Loan Program 9-8
  - 9.1.2.3 Air Service Enhancement Program 9-8
- 9.1.3 Local Funding 9-9

9.2 AIIP Costs 9-9
- 9.2.1 Airside 9-10
- 9.2.2 Landside and Services 9-11
- 9.2.3 Administration 9-13
- 9.2.4 Detailed AIIP Costs Summary 9-14
- 9.2.5 Cost Estimates 9-15
  - 9.2.5.1 Airport Layout Plan 9-15
  - 9.2.5.2 Airport Reference Codes 9-16
  - 9.2.5.3 Primary Runway Approach Lighting Systems 9-16
  - 9.2.5.4 Primary Runway Instrument Approach Type 9-16
  - 9.2.5.5 Paved Auto Parking 9-16
  - 9.2.5.6 Deicing 9-17
  - 9.2.5.7 Economic Impact Study 9-17
  - 9.2.5.8 Perimeter Fencing 9-17
  - 9.2.5.9 Fixed Based Operator 9-17
  - 9.2.5.10 Food Choices 9-17
  - 9.2.5.11 Fuel 9-17
  - 9.2.5.12 Ground Transportation 9-17
  - 9.2.5.13 Hangars 9-18
  - 9.2.5.14 Lighted Hangar Areas 9-18
  - 9.2.5.15 Land Use Protection Plan 9-18
  - 9.2.5.16 Legislative Liaison 9-18
  - 9.2.5.17 Aircraft Maintenance 9-18
  - 9.2.5.18 Airport Manager 9-19
  - 9.2.5.19 Airport Master Plan 9-19
  - 9.2.5.20 Minimum Standards 9-19
  - 9.2.5.21 Noise Contour Map 9-19
  - 9.2.5.22 Pavement Condition Index (PCI) 9-19

Table of Contents (Continued)

9.2.5.23 Pavement Management Plan 9-20
9.2.5.24 Public Telephone 9-20
9.2.5.25 Pilot Lounge and Planning Room 9-20
9.2.5.26 Public Restrooms 9-20
9.2.5.27 Primary Runway Length 9-20
9.2.5.28 Primary Runway Edge Lighting 9-21
9.2.5.29 Runway Protection Zone Ownership 9-21
9.2.5.30 Runway Safety Areas 9-22
9.2.5.31 Primary Runway Strength 9-22
9.2.5.32 Primary Runway Width 9-22
9.2.5.33 Taxiway Type and Width 9-22
9.2.5.34 Taxiway Lighting 9-22
9.2.5.35 Terminal Building 9-23
9.2.5.36 Visual Aids 9-23
9.2.5.37 Weather Reporting Facilities 9-23
9.2.5.38 Airport Website 9-23
9.2.5.39 Wind Coverage 9-23

9.3 Airport Implementation Plans 9-24

List of Tables

Table 2-1 Wyoming Aviation System - NPIAS Airports 2-4
Table 2-2 Wyoming Aviation System - Non-NPIAS Airports 2-5
Table 2-3 Classification Attributes 2-7
Table 2-4 Wyoming Airport Classification System 2-8
Table 3-1 State/County/Major City Populations: 2000 Census, 2008 and 2020 Forecast 3-2
Table 3-2 Estimated Taxable Retail Sales (FY 2007) 3-6
Table 3-3 FAA Aircraft Approach Category 3-10
Table 3-4 FAA Airplane Design Group 3-10
Table 3-5 Representative Aircraft and Associated ARC 3-11
Table 3-6 Airline Activity 3-21
Table 3-7 Wyoming Public Use Airports 3-25
Table 3-8 Airport Classifications 3-27
Table 3-9 Runway Information 3-29
Table 3-10 Approach Types 3-32
Table 3-11 Airport Visual Aids, Communications and Weather Reporting 3-34
Table 3-12 Ramp/Apron, Aircraft Parking and Airport Security 3-36
Table 3-13 Hangars 3-38
Table 3-14 Airport Auto Access and Parking 3-40
Table 3-15 Commercial Terminal Facilities and Services 3-42

Table of Contents (Continued)

Table 3-16 GA Terminal Facilities and Services 3-43
Table 3-17 FAA Registered Pilots and Aircraft per County....3-44
Table 3-18 Airport Operations 3-45
Table 3-19 Based Aircraft 3-47
Table 3-20 Air Cargo 3-49
Table 3-21 Main Airport Uses 3-51
Table 3-22 Aircraft Services 3-53
Table 3-23 Fuel Services....3-55
Table 3-24 Pilot Services and Transportation....3-57
Table 3-25 Airport Administration....3-59
Table 3-26 Airport Administration Maps and Documents 3-61
Table 4-1 Wyoming Airport Activity - 2004 and 2007 4-2
Table 4-2 Passenger Enplanements - 2007 4-3
Table 4-3 U.S. Capacity Change in Number of Available Seats....4-5
Table 4-4 FAA Hub Definitions....4-5
Table 4-5 Largest Changes in Based Aircraft....4-6
Table 4-6 Largest Changes in Annual Operations 4-8
Table 4-7 Summary of Statewide Forecasts 4-8
Table 4-8 Based Aircraft Forecast....4-11
Table 4-9 Forecast of Aircraft Operations....4-13
Table 4-10 Passenger Enplanements Forecasts: Low Growth 4-15
Table 4-11 Passenger Enplanements Forecasts: High Growth 4-16
Table 4-12 Annual Service Volume 4-17
Table 5-1 Commercial Service Airports - Facility and Service Objectives....5-2
Table 5-2 Business Airports - Facility and Service Objectives....5-3
Table 5-3 Intermediate Airports - Facility and Service Objectives....5-4
Table 5-4 Local Paved Airports - Facility and Service Objectives 5-5
Table 5-5 Local Non-Paved Airports - Facility and Service Objectives....5-6
Table 5-6 Airport Layout Plan Objective....5-7
Table 5-7 Airport Layout Plan Objective - Airports Not Meeting Objective 5-8
Table 5-8 2008 Commercial Service Aircraft Operating in Wyoming....5-9
Table 5-9 ARC Objective 5-10
Table 5-10 ARC Objective - Airports Not Meeting Objective 5-11
Table 5-11 Primary Runway Approach Lighting System Objective 5-12
Table 5-12 Primary Runway Approach Lighting System - Airports Not Meeting Objective....5-12
Table 5-13 Primary Runway Instrument Approach Type Objective 5-13
Table 5-14 Primary Runway Instrument Approach Type Objective - Airports Not Meeting Objective....5-14
Table 5-15 Paved Auto Parking Objective....5-15
Table 5-16 Paved Auto Parking Objective - Airports Not Meeting Objective....5-15
Table 5-17 Deicing & Deicing Containment System Objectives 5-16

Table of Contents (Continued)

Table 5-18 Deicing Objective - Airports Not Meeting Objective 5-17
Table 5-19 Perimeter Fencing Objective 5-18
Table 5-20 Perimeter Fencing Objective - Airports Not Meeting Objective 5-19
Table 5-21 Food Objective....5-20
Table 5-22 Fuel Objective....5-21
Table 5-23 Fuel Objective - Airports Not Meeting Objective....5-21
Table 5-24 Ground Transportation Objective 5-22
Table 5-25 Ground Transportation Objective - Airports Not Meeting Objective 5-23
Table 5-26 Hangar Objective....5-23
Table 5-27 Hangar Objective - Airports Not Meeting Objective....5-24
Table 5-28 Lighted Hangar Area Objective....5-25
Table 5-29 Lighted Hangar Area Objective - Airports Not Meeting Objective....5-25
Table 5-30 Land Use Protection Plan Objective....5-26
Table 5-31 Land Use Protection Plan Objective - Airports Not Meeting Objective....5-27
Table 5-32 Legislative Liaison Objective 5-28
Table 5-33 Legislative Liaison Objective - Airports Not Meeting Objective 5-29
Table 5-34 Aircraft Maintenance Objective 5-30
Table 5-35 Aircraft Maintenance Objective - Airports Not Meeting Objective 5-30
Table 5-36 Airport Manager Objective 5-31
Table 5-37 Airport Manager Objective - Airports Not Meeting Objective 5-32
Table 5-38 Airport Master Plan Objective 5-33
Table 5-39 Airport Master Plan Objective - Airports Not Meeting Objective 5-33
Table 5-40 Minimum Standards Objective....5-34
Table 5-41 Minimum Standards Objective - Airports Not Meeting Objective....5-35
Table 5-42 Noise Contour Map Objective....5-36
Table 5-43 Noise Contour Map Objective - Airports Not Meeting Objective....5-37
Table 5-44 Pavement Management Plan Objective....5-38
Table 5-45 Pavement Management Plan - Airports Not Meeting Objective....5-38
Table 5-46 Public Telephone Objective 5-39
Table 5-47 Public Telephone Objective - Airports Not Meeting Objective 5-40
Table 5-48 Pilot Lounge/Planning Room Objective....5-41
Table 5-49 Public Restroom Objective 5-42
Table 5-50 Public Restroom Objective - Airports Not Meeting Objective 5-42
Table 5-51 Sampling of 75% of Large Aircraft 5-44
Table 5-52 Sampling of 95% of Small Airplanes....5-45
Table 5-53 Primary Runway Length Objective....5-46
Table 5-54 Primary Runway Length Objective - Airports Not Meeting Objective....5-46
Table 5-55 Primary Runway Edge Lighting Objective 5-48
Table 5-56 Primary Runway Edge Lighting Objective - Airports Not Meeting Objective....5-48
Table 5-57 Runway Protection Zone Ownership Objective 5-49

Table of Contents (Continued)

Table 5-58 Runway Protection Zone Ownership Objective - Airports Not Meeting Objective 5-50
Table 5-59 Runway Safety Area Objective 5-51
Table 5-60 Runway Safety Area Objective - Airports Not Meeting Objective 5-52
Table 5-61 2008 Existing Commercial Service Aircraft Operating in Wyoming....5-54
Table 5-62 Paved Runway Strength Objective....5-55
Table 5-63 Paved Runway Strength Objective - Airports Not Meeting Objective....5-56
Table 5-64 Primary Runway Width Objective....5-57
Table 5-65 Primary Runway Width Objective - Airports Not Meeting Objective....5-57
Table 5-66 Taxiway Type and Width Objective 5-58
Table 5-67 Taxiway Type and Width Objective - Airports Not Meeting Objective ...5-59
Table 5-68 Taxiway Lighting Objective 5-60
Table 5-69 Taxiway Lighting Objective - Airport Not Meeting Objective 5-60
Table 5-70 Terminal Building Objective....5-61
Table 5-71 Other Visual Aids Objective 5-62
Table 5-72 Visual Aids Objective - Airports Not Meeting Objective 5-63
Table 5-73 Weather Reporting Facilities Objective....5-64
Table 5-74 Weather Reporting Facilities Objective - Airports Not Meeting Objective....5-65
Table 5-75 Wind Coverage Objective....5-66
Table 5-76 Wind Coverage Objective - Airports Not Meeting Objective....5-66
Table 6-1 RSA - System/Target Performance....6-2
Table 6-2 Primary Runway Edge Lighting - System/Target Performance....6-2
Table 6-3 Perimeter Fencing - System/Target Performance....6-3
Table 6-4 Weather Reporting - System/Target Performance 6-4
Table 6-5 Weather Reporting Facilities Connected to NADIN - System/Target Performance....6-4
Table 6-6 RPZ - System/Target Performance....6-5
Table 6-7 Visual Aids - System/Target Performance....6-6
Table 6-8 Hangar Lighting - System/Target Performance....6-6
Table 6-9 Pavement Condition Index....6-7
Table 6-10 PCI Rating - System/Target Performance 6-8
Table 6-11 Pavement Management Plan - System/Target Performance 6-8
Table 6-12 Facility and Service Objectives - System/Target Performance....6-9
Table 6-13 MP and ALP Objective - System/Target Performance....6-10
Table 6-14 Economic Impact Study - System/Target Performance 6-11
Table 6-15 Wyoming Population Within 90 Minutes of a Commercial Service Airport and 30 Minutes of all Other System Airports 6-12
Table 6-16 Commercial Service Airports - Overlapping 90 Minute Service Areas....6-14
Table 6-17 60 Minute Drive Time Commercial Service Overlapping Service Areas ...6-14
Table 6-18 Gillette - Sheridan Analysis....6-17
Table 6-19 Laramie - Cheyenne - Loveland Analysis 6-18

Table of Contents (Continued)

Table 6-20 Laramie - Cheyenne Analysis 6-19
Table 6-21 All Airports - Overlapping 30 Minute Service Areas 6-20
Table 6-22 Evanston - Fort Bridger Analysis 6-22
Table 6-23 Rock Springs - Green River Analysis 6-22
Table 6-24 Lander - Riverton Analysis 6-23
Table 6-25 Riverton - Shoshoni Analysis 6-24
Table 6-26 Shoshoni - Thermopolis Analysis 6-25
Table 6-27 Thermopolis - Worland Analysis 6-25
Table 6-28 Worland - Greybull Analysis 6-26
Table 6-29 Greybull - Cowley Analysis 6-27
Table 6-30 Cowley - Powell Analysis 6-28
Table 6-31 Powell - Cody Analysis 6-28
Table 6-32 Sheridan - Buffalo Analysis 6-29
Table 6-33 Newcastle - Upton Analysis 6-30
Table 6-34 Douglas - Glendo Analysis 6-30
Table 6-35 Glendo - Wheatland - Guernsey Analysis 6-31
Table 6-36 Guernsey - Torrington Analysis 6-32
Table 6-37 Cheyenne - Pine Bluffs Analysis 6-33
Table 6-38 Cheyenne - Laramie Analysis 6-33
Table 6-39 Wyoming Population Within 90 Minutes of an Airport with Air Charter Service 6-35
Table 6-40 Air Charter Service and 90 Minute Coverage 6-37
Table 6-41 Economic Centers and Commercial Service and Business Airports Within 60 Minutes 6-39
Table 6-42 Economic Centers and 60 Minute Coverage 6-42
Table 6-43 Primary Runway Instrument Approach - System/Target Performance 6-42
Table 6-44 Airports and Full Service Attributes 6-43
Table 6-45 Full Service Attributes - System/Target Performance 6-44
Table 6-46 Terminal Building - System/Target Performance 6-44
Table 6-47 Fuel Objective - System/Target Performance 6-45
Table 6-48 Land Use Protection Plan - System/Target Performance 6-46
Table 6-49 De-icing Containment - System/Target Performance 6-46
Table 6-50 Noise Contour Map - System Performance/Target Performance 6-47
Table 6-51 Web Site - System/Target Performance 6-48
Table 6-52 Public Event - System/Target Performance 6-49
Table 6-53 Wyoming Population Served by a Commercial Service Airport 6-50
Table 6-54 Wyoming Population within 90 minutes of a Commercial Service Airport 6-51
Table 6-55 Average Daily Departures 6-54
Table 6-56 Average of Three Daily Frequencies System/Target Performance 6-54
Table 6-57 Service to Two or More Hubs 6-55

Table of Contents (Continued)

Table 6-58 Airports with Service to Two or More Hub Airports System/Target Performance....6-55
Table 6-59 Annual Seats....6-56
Table 6-60 Airports Growing or Retaining Annual Seats (3 Year Average) System/Target Performance....6-57
Table 6-61 Annual Enplaned Passengers....6-57
Table 6-62 Airports Growing or Retaining Annual Enplanements (3 Year Average) System/Target Performance....6-58
Table 6-63 Passenger Enplanements - 2007....6-58
Table 6-64 Commercial Service Airports Meeting FAA Entitlement Thresholds for a Primary Airport System/Target Performance....6-59
Table 6-65 Percentage of Affirmative Response Rates to Airport Awareness Questions in WYDOT Customer Satisfaction Surveys System/Target Performance....6-59
Table 6-66 Percent of Commercial Service Airports with Restrooms in the Secure Passenger Area....6-60
Table 7-1 Wyoming Airport Classification System....7-1
Table 7-2 Future System Performance - Airport Layout Plan....7-3
Table 7-3 Future System Performance - ARC....7-3
Table 7-4 Future System Performance - Primary Runway Approach Lighting Systems....7-4
Table 7-5 Future System Performance - Primary Runway Instrument Approach Type....7-4
Table 7-6 Future System Performance - Paved Auto Parking....7-4
Table 7-7 Future System Performance - Deicing....7-5
Table 7-8 Future System Performance - Perimeter Fencing....7-5
Table 7-9 Future System Performance - Food Choices....7-6
Table 7-10 Future System Performance - Fuel....7-6
Table 7-11 Future System Performance - Ground Transportation....7-6
Table 7-12 Future System Performance - Hangars....7-7
Table 7-13 Future System Performance - Lighted Hangar Area....7-7
Table 7-14 Future System Performance - Land Use Protection Plan....7-7
Table 7-15 Future System Performance - Legislative Liaison....7-8
Table 7-16 Future System Performance - Aircraft Maintenance....7-8
Table 7-17 Future System Performance - Airport Manager....7-8
Table 7-18 Future System Performance - Airport Master Plan....7-9
Table 7-19 Future System Performance - Minimum Standards....7-9
Table 7-20 Future System Performance - Noise Contour Map....7-10
Table 7-21 Future System Performance - Pavement Management Plan....7-10
Table 7-22 Future System Performance - Public Telephone....7-11
Table 7-23 Future System Performance - Pilot Lounge & Planning Room....7-11
Table 7-24 Future System Performance - Public Restroom....7-11
Table 7-25 Future System Performance - Primary Runway Length....7-12

Table of Contents (Continued)

Table 7-26 Future System Performance - Primary Runway Edge Lighting 7-12
Table 7-27 Future System Performance - Runway Protection Zone Ownership 7-13
Table 7-28 Future System Performance - Runway Safety Areas 7-13
Table 7-29 Future System Performance - Primary Runway Strength 7-13
Table 7-30 Future System Performance - Primary Runway Width (Feet) 7-14
Table 7-31 Future System Performance - Taxiway Type and Width 7-14
Table 7-32 Future System Performance - Taxiway Lighting 7-14
Table 7-33 Future System Performance - Terminal Building 7-15
Table 7-34 Future System Performance - Visual Aids 7-15
Table 7-35 Future System Performance - Weather Reporting Facilities 7-16
Table 7-36 Future System Performance - Wind Coverage 7-16
Table 8-1 Air Service Measure Performance 8-1
Table 8-2 Changes in Outbound Passengers, Seats and Departures, 2003-2007 8-3
Table 8-3 Enplanements per Day at Wyoming Airports, 2003-2007 8-4
Table 8-4 Daily Seat Capacity, 2003-2007 8-5
Table 8-5 Wyoming Enplanements by Airport, 2007 8-10
Table 8-6 Summary of Denver and Salt Lake City Hub Operations, 2007 8-12
Table 8-7 Average Daily Departures, February and August, 2007 and 2008 8-14
Table 8-8 Drive Times to Larger Airports 8-20
Table 8-9 Statewide Retention and Diversion Rates, 2006-2008 8-22
Table 8-10 Retention Rates, 2006-2008 8-23
Table 8-11 Detail of Retention Rates, 2008 8-24
Table 8-12 Enplanement Market Potential, 2008 8-25
Table 8-13 Full-Time and Part-Time Employment by Industry, 2003-2006 8-33
Table 8-14 Comparison of Wyoming Population and Employment Growth, 2003-2006 8-35
Table 8-15 Comparison of Wyoming Outbound Activity Metrics, 2003-2007 8-36
Table 8-16 Top 20 Wyoming Markets - 2008 (Includes Jackson) 8-37
Table 8-17 Top 20 Wyoming Markets - 2008 (Excludes Jackson) 8-38
Table 8-18 Wyoming Airport Average One-Way Fares* - 2003 and 2007 8-39
Table 8-19 Ticket Sample of One-Way Fares Paid by Local Wyoming Passengers 8-40
Table 8-20 Average One-Way Fare Differences - Local vs. Top Diversion Airport 8-41
Table 8-21 Comparison of Wyoming Average One-Way Fares to Peer Airports 8-43
Table 8-22 Round-trip Walk-up Sample Airfares 8-44
Table 8-23 Comparisons of Change at Wyoming Airports, 2003-2007 8-46
Table 8-24 Average Outbound Load Factors by Route, 2007 8-47
Table 9-1 Implementation Plan Costs Summary (by Planning Period) 9-2
Table 9-2 Implementation Plan Costs Summary (by Project Type) 9-4
Table 9-3 AIIP Costs Summary 9-14

Table of Contents (Continued)

List of Figures

Figure 2-1 Wyoming Department of Transportation - Aviation System Map 2-2
Figure 2-2 New Wyoming Department of Transportation Aviation System Map 2-10
Figure 3-1 Population Density 2000 3-5
Figure 3-2 Energy Resources 3-8
Figure 3-3 Estimated Taxable Retail Sales 3-9
Figure 5-1 Taxiway Types 5-58
Figure 6-1 Commercial Service Airports 90 Minute Service Areas and General Aviation 30 Minute Service Areas 6-13
Figure 6-2 Commercial Service Airports - Overlapping 90 Minute Service Areas 6-15
Figure 6-3 Commercial Service Airports - Overlapping 60 Minute Service Areas 6-16
Figure 6-4 Commercial Service and General Aviation Airports - Overlapping 30 Minute Service Areas 6-21
Figure 6-5 Airports Currently Offering Air Charter Service - 90 Minute Service Areas 6-36
Figure 6-6 Airports Currently Offering Air Charter Service Including Potential Addition of Riverton and Pinedale - 90 Minute Service Areas 6-38
Figure 6-7 Economic Centers Located Within a 60 Minute Drive Time of a Commercial Service or Business Airport 6-40
Figure 6-8 Commercial Service Airports - 60 Minute Service Areas 6-52
Figure 6-9 Commercial Service Airports - 90 Minute Service Areas 6-53
Figure 8-1 Wyoming Air Service Routes 8-11
Figure 8-2 Air Service Development Cycle 8-19

List of Charts

Chart 3-1 Wyoming Aircraft Operations By Airport Classification 3-19
Chart 3-2 Wyoming Based Aircraft by Airport Classification 3-20
Chart 3-3 Percentage of 2007 Wyoming Enplanements By Airport 3-21
Chart 4-1 Wyoming and U.S. Enplanements 1998-2007 4-4
Chart 4-2 Wyoming Capacity Change in Seats 4-5
Chart 4-3 Based Aircraft in Wyoming, 1997-2007 4-6
Chart 4-4 Wyoming Annual Aircraft Operations 1997-2007 4-7
Chart 4-5 Statewide Based Aircraft Forecasts (High and Low) 4-9
Chart 4-6 Statewide Operations Forecasts (High and Low) 4-9
Chart 4-7 Statewide Enplanements Forecasts (High and Low) 4-10
Chart 5-1 Airport Layout Plan Objective - System Performance 5-8
Chart 5-2 ARC Objective - System Performance 5-11
Chart 5-3 Primary Runway Approach Lighting System Objective - System Performance 5-13
Chart 5-4 Primary Runway Instrument Approach Type Objective - System Performance 5-14
Chart 5-5 Paved Auto Parking Objective - System Performance 5-16

Table of Contents (Continued)

Chart 5-6 Deicing System Objective - System Performance....5-17
Chart 5-7 Deicing Containment Objective- System Performance....5-18
Chart 5-8 Perimeter Fencing Objective - System Performance....5-19
Chart 5-9 Fuel Objective - System Performance....5-22
Chart 5-10 Ground Transportation Objective - System Performance....5-23
Chart 5-11 Hangar Objective - System Performance....5-24
Chart 5-12 Lighted Hangar Area Objective - System Performance....5-25
Chart 5-13 Land Use Protection Plan Objective - System Performance....5-28
Chart 5-14 Legislative Liaison - System Performance....5-29
Chart 5-15 Aircraft Maintenance Objective - System Performance....5-31
Chart 5-16 Airport Manager Objective - System Performance....5-32
Chart 5-17 Airport Master Plan Objective - System Performance....5-34
Chart 5-18 Minimum Standards Objective - System Performance....5-36
Chart 5-19 Noise Contour Map Objective - System Performance....5-37
Chart 5-20 Pavement Management Plan Objective - System Performance....5-39
Chart 5-21 Public Telephone Objective - System Performance....5-40
Chart 5-22 Pilot Lounge/Planning Room Objective - System Performance....5-41
Chart 5-23 Pubic Restroom Objective - System Performance....5-43
Chart 5-24 Primary Runway Length Objective - System Performance....5-47
Chart 5-25 Primary Runway Edge Lighting Objective - System Performance....5-49
Chart 5-26 Runway Protection Zone Objective - System Performance....5-51
Chart 5-27 Runway Safety Area Objective - System Performance....5-53
Chart 5-28 Paved Runway Strength Objective - System Performance....5-56
Chart 5-29 Primary Runway Width Objective - System Performance....5-57
Chart 5-30 Taxiway Type and Width Objective - System Performance....5-59
Chart 5-31 Taxiway Lighting Objective - System Performance....5-60
Chart 5-32 Terminal Building Objective - System Performance....5-61
Chart 5-33 Visual Aids Objective - System Performance....5-64
Chart 5-34 Weather Reporting Facilities Objective - System Performance....5-65
Chart 5-35 Wind Coverage Objective - System Performance....5-67
Chart 5-36 Overall System Performance....5-68
Chart 5-37 Commercial Service Airports Performance....5-69
Chart 5-38 Business Airports Performance....5-70
Chart 5-39 Intermediate Airports Performance....5-71
Chart 5-40 Local Paved Airports Performance....5-72
Chart 5-41 Local Non-Paved Airports Performance....5-73
Chart 6-1 Percentage of Wyoming Population Within 90 Minutes of an Airport with Air Charter Service....6-35
Chart 6-2 Wyoming Population Within 60 Minutes of a CS Airport....6-51
Chart 6-3 Wyoming Population Within 90 Minutes of a CS Airport....6-51
Chart 8-1 Distribution of 2007 Wyoming Enplanements....8-9
Chart 8-2 Cost of Jet Fuel, 2000-2009....8-17

Table of Contents (Continued)

Chart 8-3 Passenger Yields, 2000-2008 8-17
Chart 8-4 Wyoming Passenger Retention, 2006-2008 Percent of Wyoming Tickets Originating from Wyoming Airports 8-21
Chart 8-5 Percent Annual Change in Enplanements (Excluding Jackson), 1995-2007 8-27
Chart 8-6 Passenger Enplanement Trends, 1995-2007 8-28
Chart 8-7 Biannual Inflation Rates, Wyoming and U.S., 1997-2007 8-30
Chart 8-8 Estimated Wyoming Population, 2000-2008 8-31
Chart 8-9 Wyoming Employment by Industry, 2006 8-32
Chart 8-10 Per Capita Personal Income in U.S. and Wyoming Counties 8-34
Chart 8-11 Per Capita Personal Income in U.S. and Wyoming, 2003-2006 (Current Dollars) 8-34
Chart 8-12 Comparison of Wyoming and U.S. Domestic Load Factors, 2003-2007 8-36
Chart 9-1 AIIP Costs (by Classification) 9-3
Chart 9-2 WACIP Costs (by Classification) 9-3
Chart 9-3 Total Implementation Plan Costs (by Classification) 9-4
Chart 9-4 AIIP Costs (by Project Type) 9-5
Chart 9-5 WACIP Costs (by Project Type) 9-5
Chart 9-6 Implementation Plan Costs (by Project Type) 9-6
Chart 9-7 AIIP Airside Projects Costs 9-10
Chart 9-8 AIIP Landside Projects Costs 9-11
Chart 9-9 AIIP Services Projects Costs 9-12
Chart 9-10 AIIP Administrative Projects Costs 9-13

List of Appendices

Appendix A System Performance Tables
Appendix B Sample of Wyoming Passenger Reports
Appendix C History of Wyoming Enplanements
Appendix D Socio-Economic Trends
Appendix E Seats, Departures, & Load Factors at Wyoming Airports
Appendix F Top O&D Markets at Wyoming Airports, Denver, Salt Lake City, & Billings
Appendix G Average Fares at Wyoming Airports
Appendix H Implementation Plan Unit Costs

List of Acronyms

Advisory Circular	AC
Air Carrier Activity Information System	ACAIS
Air Traffic Control Tower	ATCT
Airplane Design Group	ADG
Airport Improvement Project	AIP
Airport Inventory and Implementation Plan	AIIP
Airport Layout Plan	ALP
Airport Reference Code	ARC
Annual Service Volume	ASV
Approach Lighting System	ALS
Area Navigation/Global Positioning System	RNAV/GPS
Area Navigation/Required Navigation	RNAV/RNP
Automated Surface Observation Systems	ASOS
Automated Weather Observation Systems	AWOS
Building Restriction Line	BRL
Calendar Year	CY
Capital Improvement Plan	CIP
Commercial Service Airports	CS
Common Traffic Advisory Frequency	CTAF
Compound Annual Growth Rate	CAGR
Economic Analysis Division of Wyoming	EADIV
Economic Analysis Division of Wyoming	EADIV
Environmental Assessment	EA
Essential Air Service	EAS
Experimental Aircraft Association	EAA
Federal Aviation Administration	FAA
Fixed Based Operator	FBO
Foreign Object Debris	FOD
General Aviation	GA
Geographic Information Systems	GIS
High Intensity Runway Lights	HIRL
Instrument Flight Rules	IFR
Instrument Landing System	ILS
Large Hub	L
Low Intensity Runway Lights	LIRL
Low Intensity Taxiway Lighting	LITL
Low Lead	LL
Master Plan	MP
Mean Sea Level	MSL
Medium Hub	M
Medium Intensity Runway Lights	MIRL
Medium Intensity Approach Lighting System	MALS
Medium Intensity Approach Lighting System with Runway Alignment Indicators	MALSR

List of Acronyms (Continued)

Medium Intensity Taxiway Lighting	MITL
National Weather System	NWS
National Environmental Policy Act of 1969	NEPA
National Plan of Integrated Airport Systems	NPIAS
Non Hub	N
Non-Directional Beacon	NDB
Omni Directional Approach Lighting System	ODALS
Passenger Facility Charge	PFC
Pavement Condition Index	PCI
Precision Approach Path Indicators	PAPI
Priority Rating Model	PRM
Reliever	R
Runway End Identifier Lights	REIL
Runway Protection Zone	RPZ
Runway Safety Area	RSA
Runway Visibility Range	RVR
Small Hub	S
Terminal Area Forecasts	TAF
Transportation Security Administration	TSA
Vertical Approach Slope Indicators	VASI
VHF Omni-Directional Range/Terminal VHF Omni-Directional Range	VOR/TVOR
Visual Flight Rules	VFR
Wilbur Smith Associates	WSA
WYDOT Aeronautics Commission	Commission
WYDOT Aeronautics Division	Aeronautics
Wyoming Aeronautics Capital Improvement Plan	WACIP
Wyoming Department of Transportation	WYDOT
Wyoming Statewide Inventory and Implementation Plan	WYSIIP

1.0 Study Overview, System Vision and Goals

1.1 Study Overview

The *Wyoming Statewide Airport Inventory and Implementation Plan* is a component of the Wyoming Department of Transportation (WYDOT), Aeronautics Division (Aeronautics) continuous aviation system planning process. This study provides an inventory and evaluation of the Wyoming Aviation System considering the 40 publicly owned airports in the state and an implementation plan to meet the established goals and objectives set for this study. In addition, a key component of this study was the development of a Geographic Informational System (GIS) database of the Wyoming system of airports. This database allows Aeronautics to assess and monitor various system-wide conditions and performance-related measures uniformly evaluating the merits of various improvements implemented as part of existing and future planning and programming cycles.

The findings of this study culminate in an Implementation Plan, which is documented and measured by means of a 'report card'. The 'report card' scores how airports, individually and as a system, are meeting established goals and objectives.

In addition, a new airport classification system has been developed. Previously, the Wyoming airports have followed the Federal Aviation Administration's (FAA) classification system. State plans typically have different yet complementary classification systems to those used by the FAA. Classifying the airports into more specific roles allows for a more focused approach in defining and implementing goals and objectives for the different types and uses of airports.

An analysis of Air Service in Wyoming has also been included in this study. The analysis examines air service trends, evaluates the existing commercial aviation system and provides recommendations for air service enhancement opportunities.

The most recent study of similar scope was published in 1985 and is titled, *Wyoming State Airport System Plan Update*. This plan has become outdated and no longer reflects Wyoming growth patterns, aviation industry trends or the vision for the existing system of airports. The *Wyoming Statewide Airport Inventory and Implementation Plan* is not an update of the 1985 plan. This study provides a new, custom approach specific to the needs and uniqueness of the Wyoming Aviation System.

1.1.1 Study Purpose and Objectives

The primary purpose of this study is to establish a Vision, Goals and Objectives for the Wyoming Aviation System and to provide Aeronautics with a plan to determine the type, location, timing and programming costs associated with airport development projects to meet the established Vision, Goals and Objectives.

Meetings were held with Aeronautics staff members and the FAA was consulted prior to study initiation. Through this communication, the primary study objectives were established. The objectives are as follows:

- Define a 'new' Wyoming airport classification system
- Inventory existing airport facilities, major users, and activity levels
- Determine each airport's contribution to the overall system
- Establish ways to enhance the current system of airports
- Identify potential overlaps or gaps in the existing system
- Identify facility and service goals and objectives by airport classification
- Establish performance measures, target performance goals and report cards for each airport and the entire state aviation system
- Develop programming project costs to meet goals and objectives
- Establish a framework for future investments
- Develop a method to monitor progress

1.1.2 Study Task Force

A Task Force was assembled by Aeronautics to serve in an advisory and steering capacity for this study. Task Force members represent various agency perspectives and a cross-section of airport interests throughout Wyoming. Task Force members include representation from the FAA, Wyoming Aeronautics Commission, WYDOT Aeronautics Division, one Commercial Service Airport and two General Aviation (GA) Airports from the State of Wyoming.

The role of the Task Force is to:

- Form a consensus on how to address and resolve major study items
- Develop a vision statement and goals for the Wyoming Aviation System and approve various performance measures and benchmarks for the Wyoming Aviation System
- Define a new classification system for the Wyoming airports
- Review and provide input on working papers, technical report findings and presentation materials
- Attend and participate in meetings to develop a 'preferred' course-of-action
- Advocate acceptance of study findings

1.1.3 Study Value to WYDOT, Aeronautics Division

This study documents the existing facility and service attributes of the publicly owned airports in Wyoming. This consolidation of data allows Aeronautics to track trends and uniformly assess the viability of implementing desired system objectives. These objectives can be measured at both the statewide and individual airport level. In addition, this study uses information from other airport initiatives within Aeronautics including: *The Air Service Enhancement Program, Airport Design Standards Study, Pavement Management Plan, and Land Use Protection.*

The *Wyoming Statewide Airport Inventory and Implementation Plan* will be used by Aeronautics as a tool to "filter" project funding requests. When Aeronautics prepares a recommendation to the Aeronautics Commission for grant funding, the proposed project will be evaluated to determine its ability to impact the Vision, Goals and Objectives established for the Wyoming Aviation System. If the proposed project meets the requirements of this study, it will then be evaluated through the parameters of the Priority Rating Model (PRM). If the project does not address an established Goal or Objective, additional justification by the airport sponsor may be necessary.

The implementation of any specific project identified in this study remains the responsibility of the individual airport sponsor. Projects identified in this study do not constitute a commitment of either state or federal funding. Approval and project justification through local master planning, environmental processes, and funding approval through the FAA, Aeronautics and/or local funding sources remains a sponsor responsibility.

1.1.4 Study Value to Federal Aviation Administration

This study aids the FAA in identifying projects with the potential to receive federal funds for airport improvement projects meeting the established goals and objectives of this study and meeting federal project eligibility requirements. This study serves as a bridge between a sponsor initiated Airport Master Plan and the federal *National Plan of Integrated Airport System* (NPIAS) report. Recommendations and programming estimates from this study may be incorporated in the NPIAS database, as approved by the FAA.

1.1.5 Study Value to Airport Sponsors/Owners

Findings from this study can be used by airport sponsors as a guide for local airport planning and to support the airport budgeting process. Through use of this study, airport sponsors are able to:

- compare airport facilities and services on a system-wide basis
- view an individual airport's existing and future performance relative to the airport classification and roles
- assess the actions, or proposed priority of projects and programming costs necessary to meet the airport objectives

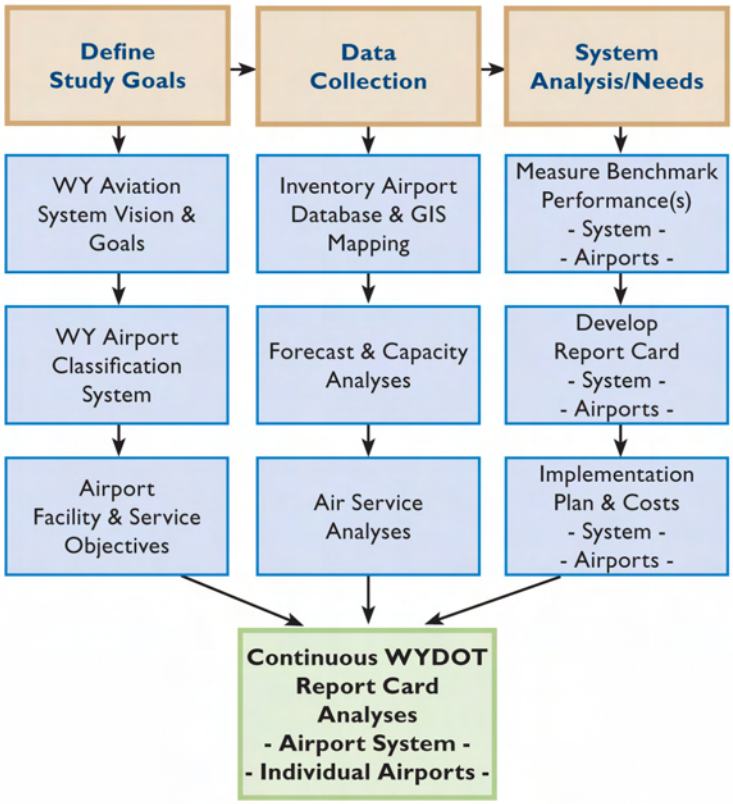
1.1.6 Study Method and Process

The study involved 'inventory' and 'implementation' components, two major tasks necessary to assess the Wyoming Aviation System as a unit. The inventory component was accomplished through a bottom-up approach, compiling a database for each individual airport's facility and service attributes. A top-down approach was used for the implementation component, assessing airport needs from a system-wide perspective.

Inventory (bottom-up approach): This approach documents the facilities and services at each individual airport and assesses their condition – thereby providing a more cohesive understanding and consistency to aviation planning within the state.

Implementation (top-down approach): This approach quantifies the future needs of the Wyoming Aviation System – thereby identifying improvement projects and the allocation of resources necessary to meet the Vision, Goals and Objectives established for the Wyoming Aviation System.

The following diagram graphically depicts the major study tasks and generally indicates the planning process and approach.



1.2 Wyoming Aviation System Vision

For this study, the Vision of the Wyoming Aviation System has been used to establish broad-level direction or focus in which the Wyoming Aviation System is intended to serve and perform.

In an effort to define a vision statement for this study, vision statements from existing Wyoming plans were evaluated. The following are excerpts from the *2005 WYDOT Statewide Long-Range Transportation Plan* and the *1985 Wyoming Airport System Plan*:

- **2005 WYDOT Statewide Long-Range Transportation Plan Mission Statement**: "To provide a safe, high quality, and efficient transportation system."
- **1985 Wyoming Airport System Plan Vision Statement**: "To provide a safe, convenient, and reliable air transportation system – consistent with maintaining environmental quality and balanced with other modes of transportation to maintain and encourage the economic, social, and cultural growth of Wyoming for the benefit of its citizenry."

A considerable effort was undertaken by the Task Force to define the vision statement for this study. As part of this effort, the Task Force identified major components important to the Wyoming Aviation System. Some of these components included:

- serve emergency needs
- safety
- security
- fiscally responsible
- consistency
- competency
- meeting community needs
- valued service
- provide an integrated system
- modern
- raise awareness of the system
- provide a valued system

The Task Force considered these major components and consolidated them into the following Vision Statement adopted specially for this study:

Wyoming Aviation System Vision:
"To provide a consistent, safe and effective aviation system that maximizes services and facilities while creating value and economic benefit in a responsible manner."

1.3 System Goals

Using the Vision Statement as a guide, goals for the aviation system were established. Similar to defining the Vision, review of existing state goals was completed prior to defining the goals for the Wyoming Aviation System.

1.3.1 Existing WYDOT Transportation and Aviation-Related Goals

In support of the WYDOT mission statement discussed in the previous section, the *2005 WYDOT Statewide Long-Range Transportation Plan* also includes goals for the overall transportation system as well as those specific to aviation. These goals are as follows:

WYDOT's 2005 Transportation Goals:

- Pursue adequate funding to accomplish the Department's mission
- Enhance safety in the transportation system
- Preserve the quality of the existing transportation system
- Provide for the efficient transportation of people and goods in Wyoming
- Provide transportation mode choices to the people of Wyoming
- Fairly and equitably fulfill our regulatory and revenue generating responsibilities

The Transportation Plan also includes goals specific to the Aeronautics Division.

WYDOT's 2005 Goals for Aeronautics:

- Improve the safety and efficiency of the aviation system
- Effectively administer the Air Service Enhancement Program to develop and improve commercial air service in the state
- Continue to build strong relationships between local communities, the State of Wyoming and the Federal Aviation Administration
- Provide effective facility maintenance programs that properly time investments and prevent unnecessary costs
- Promote educational activities for the aviation community and for the general public

1.3.2 Wyoming Aviation System Goals

In concert with the Vision Statement developed for this study and WYDOT Long-Range Transportation Plan mission statement and goals, more specific goals were established for this study to specially address the complex and varied needs of the Wyoming Aviation System.

Brainstorming sessions were held with the Task Force to identify system issues important to the conservation and enhancement of the existing system of airports.

Through a consolidation of a comprehensive list of major aviation issues, seven core goals were established by the Task Force for the purposes of this study. The goals, not listed in order of importance, are as follows:

Goal – Provide a safe and secure integrated aviation system for its users and the general public.

Goal – Maintain an aviation system to support current and future demand while optimizing public and private investment.

Goal – Provide accessible, cost-effective, and reliable transportation options.

Goal – Develop a statewide aviation system that enhances economic activity.

Goal – Promote an aviation system that is environmentally responsible.

Goal – Promote educational activities and raise public awareness of the aviation system and its value.

Goal – Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.

The established Vision and Goals for the Wyoming Aviation System have been carried throughout this study. Specific measurements and target performance associated with the Goals have been established to assess the effectiveness of the existing system along with facility and service objectives by classification of airport. To evaluate the individual airports as well as the entire system performance related to the Vision and Goals, an inventory of the existing airports was completed. This inventory compiled information relating to the physical facilities at each airport, activity levels, major users, etc. The remaining chapters of this study provide inventory data, analysis, reasoning of decisions, system and airport performance, air service analysis and an implementation plan to meet the established Vision, and Goals determined for this study.

2.0 Wyoming Airport Classification System

An objective of this study was the development of a new airport classification system for the airports of Wyoming. A new classification system was desired to more accurately represent the current and future roles of each airport in the Wyoming Aviation System.

The new classification system is important as a means to:

- Align airports with similar physical facility and service attributes.
- Assign roles for each airport classification based on services they provide.
- Define the types of facilities and services needed at each functional group of airport to meet the existing and future needs of the State of Wyoming.
- Establish facility and service objectives by classification of airport to meet the system Vision and Goals established for this study.

This new classification system will be used by Aeronautics to more uniformly plan and monitor the Wyoming Aviation System. It will be carried forward in other state initiatives and used beyond the limits of this study.

2.1 Current Wyoming Airport Classification System

Currently, the publicly owned Wyoming airports are classified according to the FAA's classification system used in the NPIAS. The 40 publicly owned airports in Wyoming are classified as follows:

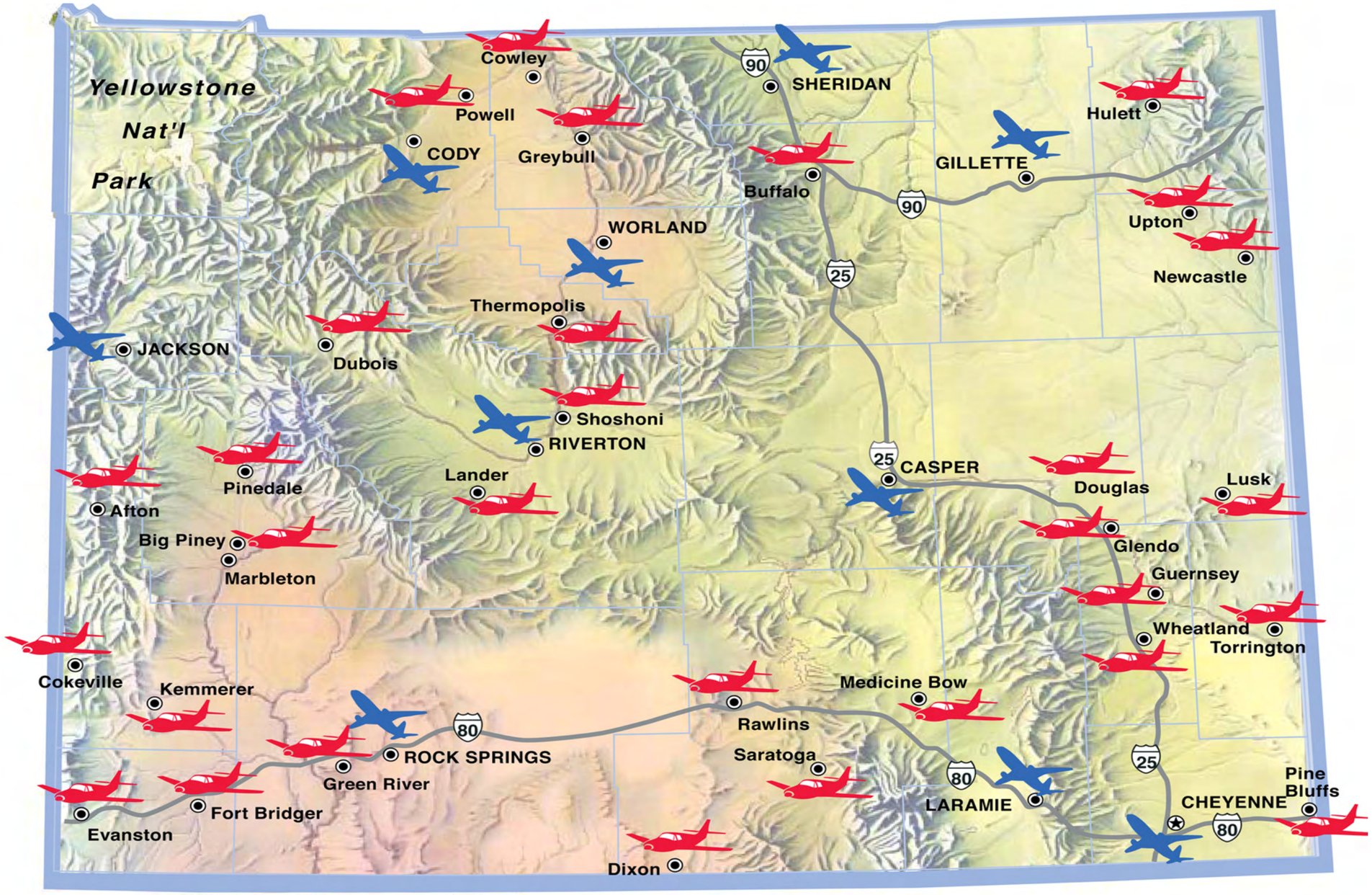
- Commercial Service Airports – Included in the NPIAS (10 airports)
- General Aviation Airports – Included in the NPIAS (23 airports)
- General Aviation Airports – Not Included in the NPIAS (7 airports)

It should be noted that more than 40 airports exist in Wyoming, but only those open to the public and publicly owned are considered part of the state aviation system and are eligible to receive state funding grants. Of the 40 airports in Wyoming, 33 airports are included in the NPIAS and are therefore eligible to receive federal funding.

Figure 2-1 shows the existing Wyoming Department of Transportation Aviation System Map identifying the airports by their current classification. Commercial Service Airports are shown in blue and General Aviation Airports in red.

2.1.1 FAA National Airport System Categories

Using the existing classification system, the Wyoming Aviation System had largely been defined using criteria outlined in the NPIAS. The NPIAS (2007) is used by the FAA to monitor the development needs of the network of airports nationwide; it contains approximately 3,421 of the 5,200 public-use airports in the country and has a five year development plan exceeding $41 billion. The NPIAS includes both existing and proposed (new) airports deemed significant to the nation's airport system. Inclusion in the NPIAS is a requirement to receive federal grants for airport improvement projects.



Source: 2004 Executive Summary on the impact of Aviation in Wyoming. Page 6 & 7. Wyoming Department of Transportation Aeronautics Division.

Figure 2-1 – Wyoming Department of Transportation - Aviation System Map

The NPIAS database contains airports divided into roles based on service level. The service level reflects the type of service the airport provides to the community and the funding categories authorized by Congress. These roles are as follows:

Commercial Service Airports (CS): Commercial Service Airports are publicly owned airports that enplane 2,500 or more passengers annually and receive scheduled passenger aircraft service. Commercial Service Airports, as defined in the NPIAS, are further divided into Primary and Non-Primary roles as follows:

- **Primary –** Primary airports are airports that enplane more than 10,000 passengers annually. The NPIAS further divides Primary airports by hub type into large, medium and small hubs, and non-hub airports.
  - **Large Hubs (L)** – Large Hub airports are made up of those airports that account for at least 1% of the total U.S. passenger enplanements.
  - **Medium Hubs (M)** – Medium Hub airports are made up of those airports that each account for between .25% and 1% of the total U.S. passenger enplanements.
  - **Small Hubs (S)** – Small Hub airports are the airports that enplane between .05% and .25% of total U.S. passenger enplanements.
  - **Non-Hubs (N)** – Non-Hub Primary airports are defined as airports that enplane less than .05% of the total U.S. passenger commercial enplanements, but enplane at least 10,000 passengers annually.
- **Non-Primary –** Non-Primary airports are airports that enplane between 2,500 and 10,000 passengers annually.

Reliever Airports (R) – Reliever airports are designated by the FAA as airports that serve to provide attractive alternatives to congested hub airports while also providing general aviation access to the surrounding community. Reliever airports must have 100 or more based aircraft or 25,000 annual itinerant operations.

General Aviation (GA) – Airports not meeting the criteria for classification as Commercial Service or reliever airports are classified as general aviation. To be included in the NPIAS as general aviation, an airport must have at least ten based aircraft and be located at least 20 miles (or 30 minutes drive time) from the nearest NPIAS airport.

It should be noted that existing airports not currently included in the NPIAS can request inclusion if that airport is in an accepted state airport/aviation system plan and meets the criteria for NPIAS airports as defined by FAA Order 5090.3C. While state system plans might define airports differently than the NPIAS classification, the FAA will continue to use the NPIAS classification for planning and programming at the federal level.

As listed in the 2007-2011 FAA NPIAS Report, 33 of the airports in Wyoming are included in the NPIAS; they are identified in **Table 2-1**. These airports are broken-out by Commercial Service (rust) and General Aviation Airports (green).

Table 2-1
Wyoming Aviation System - NPIAS Airports

#	Airport Name (Associated City)	FAA Identifier	NPIAS Role and Hub Type [1]
1	Natrona County International Airport (Casper)	CPR	P – N
2	Cheyenne Regional-Jerry Olsen Field (Cheyenne)	CYS	P – N
3	Yellowstone Regional Airport (Cody)	COD	P – N
4	Campbell County Airport (Gillette)	GCC	P – N
5	Jackson Hole Airport (Jackson Hole)	JAC	P – N
6	Laramie Regional Airport (Laramie)	LAR	P – N
7	Riverton Regional Airport (Riverton)	RIW	P – N
8	Rock Springs-Sweetwater County (Rock Springs)	RKS	P – N
9	Sheridan County Airport (Sheridan)	SHR	P – N
10	Worland Municipal Airport (Worland) [2]	WRL	GA
11	Afton Municipal Airport (Afton)	AFO	GA
12	Big Piney-Marbleton (Big Piney)	BPI	GA
13	Johnson County Airport (Buffalo)	BYG	GA
14	North Big Horn County Airport (Cowley)	U68	GA
15	Dixon Airport (Dixon)	9U4	GA
16	Converse County Airport (Douglas)	DGW	GA
17	Dubois Municipal Airport (Dubois)	U25	GA
18	Evanston-Uinta County Burns Field (Evanston)	EVW	GA
19	Fort Bridger Airport (Fort Bridger)	FBR	GA
20	South Big Horn County Airport (Greybull)	GEY	GA
21	Kemmerer Municipal Airport (Kemmerer)	EMM	GA
22	Hulett Municipal (Hulett)	W43	GA
23	Hunt Field (Lander)	LND	GA
24	Lusk Municipal Airport (Lusk)	LSK	GA
25	Mondell Field (Newcastle)	ECS	GA
26	Pine Bluffs Municipal Airport (Pine Bluffs)	82V	GA
27	Ralph Wenz Field (Pinedale)	PNA	GA
28	Powell Municipal Airport (Powell)	POY	GA
29	Rawlins Municipal/Harvey Field (Rawlins)	RWL	GA
30	Shively Field (Saratoga)	SAA	GA
31	Hot Springs County-Thermopolis Airport (Thermopolis)	THP	GA
32	Torrington Municipal Airport (Torrington)	TOR	GA
33	Phifer Airfield (Wheatland)	EAN	GA

Notes: P – Primary Commercial Service, N – Non-Hub Facility, GA – General Aviation
[1] NPIAS Role and Hub Type are same for both existing (2007) and 5-year federal forecast
[2] Worland is listed as a 'GA' airport in the NPIAS, but currently has scheduled airline service and is recognized by WYDOT as a Commercial Service Airport

Source: FAA NPIAS Report (2007-2011)

All of the Commercial Service Airports in Wyoming (with the exception of Worland) are recognized by the FAA as primary, non-hub Commercial Service Airports, meaning they enplane at least 10,000 passengers annually. Worland is recognized by the FAA as a GA facility because enplanements, at the time of data gathering (2005) for the 2007 NPIAS report, were below 2,500. As of Calendar Year 2006 (CY06), the FAA's Air Carrier Activity Information System (ACAIS) shows Worland with 2,616 enplanements qualifying the airport as a non-primary Commercial Service Airport. Update of the 2008 NPIAS should reflect this change. Worland currently has scheduled airline service and is recognized by Aeronautics as a Commercial Service Airport.

Of the 40 Wyoming publicly owned airports, seven GA Airports are not included in the 2007-2011 FAA NPIAS Report and are listed in **Table 2-2**. Although not included in the NPIAS, the Wyoming Department of Transportation considers these publicly-owned airports significant to the Wyoming Aviation System; they are therefore included in the Wyoming Aviation System.

Table 2-2
Wyoming Aviation System - Non-NPIAS Airports

#	Airport Name (Associated City)	FAA Identifier	NPIAS
1	Cokeville Municipal Airport (Cokeville)	U06	Non-NPIAS
2	Thomas Memorial Airport (Glendo) (non-paved)	76V	Non-NPIAS
3	Green River Intergalactic Spaceport (Green River) (non-paved)	48U	Non-NPIAS
4	Camp Guernsey Army Airfield (Camp Guernsey)	7V6	Non-NPIAS
5	Medicine Bow Airport (Medicine Bow) (non-paved)	80V	Non-NPIAS
6	Shoshoni Municipal Airport (Shoshoni) (non-paved)	49U	Non-NPIAS
7	Upton Municipal Airport (Upton) (non-paved)	83V	Non-NPIAS
Note: Although not in the NPIAS, these airports are still assigned an FAA identifier			

Source: WYDOT and FAA NPIAS Report (2007–2011)

2.2 Airport Classification Considerations For Wyoming

In most states, the State Aviation System Plan is the mechanism used by state agencies to classify the airports in a separate yet complementary fashion to the federal system. This state-level classification is necessary in order to define a level of service and facilities needed to support an individual airport's functional role to serve the greater needs of the state's aviation system. Commonly, airports are classified and defined by the following parameters known to characterize all airports, whether small or large:

- 'Functional' capability (physical and operational aspects)
- 'Service level role' (ability to accommodate various users)
- 'Impact' (level of national, state, regional or local significance)

The FAA NPIAS was used as a guide for developing the proposed Wyoming airport classification system. For Commercial Service Airports, the NPIAS establishes enplanement thresholds between 'primary' and 'non-primary' status, which corresponds to FAA funding programs and participation levels established by Congress. None of the existing Commercial Service Airports in Wyoming currently qualify for 'hub' status. For GA Airports, the NPIAS defines some categories of facilities not applicable to Wyoming airports – i.e. no reliever airports exist in Wyoming.

The following was considered by the Task Force in developing the new airport classification system:

- With 40 publicly owned airports in Wyoming, the classification system shouldn't be too extensive or complex.
- The classification system should identify how the airports are functioning today, what facilities and services they currently have available, what types of aircraft they can accommodate and what role are they currently fulfilling.
- The classification system should follow the FAA classification system when appropriate.
- The classification system should correlate to FAA airport design standards, and use the FAA's Airport Reference Code (ARC) system for planning purposes.
- Classification of the airports should consider the economic attributes of the region each airport serves and the potential role each airport serves to meet the long-term needs of that region.

2.3 New Wyoming Airport Classification System

Review and analysis of the state's airports, demographics and additional data presented in **Chapter 3** revealed a general division between Commercial Service and GA Airports. It was determined that a new classification or division between the existing Commercial Service Airports would only complicate the classification system and not be very meaningful. Further, it was determined that for safety and economic reasons, all Commercial Service Airports in the state should have similar, minimum facilities regardless of number of enplanements they currently experience. These airports are to be developed to contribute significantly to the economy of the region and should be business friendly. Therefore, the Commercial Service Airports in the state will continue to be classified as Commercial Service Airports.

The remaining GA Airports in the state experience large differences in facilities and services, the types of aircraft they currently serve, and their geographic position in regards to major tourism areas, economic, and population centers. It was determined that three divisions of GA Airports were appropriate.

As such, four airport classifications were developed. One for Commercial Service Airports and three for GA Airports. The new classifications for the Wyoming Aviation System are as follows:

Commercial Service Airports serve major populations, economic centers, and areas of tourism providing a connection to national and global economies and are designed to accommodate commercial air service and business general aviation activity consistent with user demand.

Business Airports serve multi-county areas and economic centers providing a connection to state and national economies and are intended to accommodate larger business jet activity and support tourism and recreational demand.

Intermediate Airports serve counties and medium to small communities to support local economies and are intended to accommodate medium to small business jet activity and recreational users.

Local Airports serve smaller communities and have the basic facilities intended to accommodate recreational users and support emergency use.

Table 2-3 defines the attributes associated with each of the new classification designations. These attributes become the basic functional distinctions in terms of the impact of the airport, the facilities and services offered, users intended to be served and geographical significance.

Table 2-3
Classification Attributes

	Commercial Service Airport	Business Airport	Intermediate Airport	Local Airport
Geographic Significance	Statewide	Multi-County	County, Community	Community
Type of Facilities and Services Offered	Scheduled Air Service, Full GA services such as maintenance, fuel, charter, based and itinerant aircraft storage	Full GA, maintenance, fuel, charter, based and some itinerant aircraft storage	Fuel, limited maintenance, based aircraft storage	Basic
Type of Aircraft Accommodated	Regional Commercial, Jet GA	Jet GA	Twin, Small jet	Small twin, Single engine
Type of Activity	Commercial, Business GA	Business GA	Some Business and Recreational GA	Some Business, Training, Recreational GA, Emergency Use
Type of Community Served	Economic Centers, Population Centers	Economic Centers	Medium to small	Small
Economic Impact	Connect local, regional and statewide economy to national and global economies	Connect local and regional economy to state and national economies	Support local economy	Support local economy

Source: Task Force/WYDOT Aeronautics

Each of the airports in Wyoming has been assigned a classification according to this new classification system and is presented in **Table 2-4**. In areas experiencing an increase in demand for airport facilities due to population increases, increase business activity or special circumstances, a future change in classification has been assigned. When the airport or region experiences an increase in the demand, then a change of classification should be considered. The classification of airports should be reviewed periodically and adjusted when and where appropriate. **Figure 2-2** depicts a statewide map color coding airports by their new classification.

Table 2-4
Wyoming Airport Classification System

Airport	WYDOT Classification	WYDOT Classification (Future)
Casper	Commercial	Commercial
Cheyenne	Commercial	Commercial
Cody	Commercial	Commercial
Gillette	Commercial	Commercial
Jackson	Commercial	Commercial
Laramie	Commercial	Commercial
Riverton	Commercial	Commercial
Rock Springs	Commercial	Commercial
Sheridan	Commercial	Commercial
Worland	Commercial	Commercial
Afton	Business	Business
Douglas	Business	Business
Evanston	Business	Business
Greybull	Business	Business
Pinedale	Business	Business
Saratoga	Business	Business
Big Piney	Intermediate	Intermediate
Buffalo	Intermediate	Intermediate
Guernsey	Intermediate	Intermediate
Kemmerer ⇧	Intermediate	Business
Lander	Intermediate	Intermediate
Newcastle	Intermediate	Intermediate
Powell	Intermediate	Intermediate
Rawlins ⇧	Intermediate	Business
Torrington	Intermediate	Intermediate
Wheatland	Intermediate	Intermediate

Table 2-4 (Continued)
Wyoming Airport Classification System

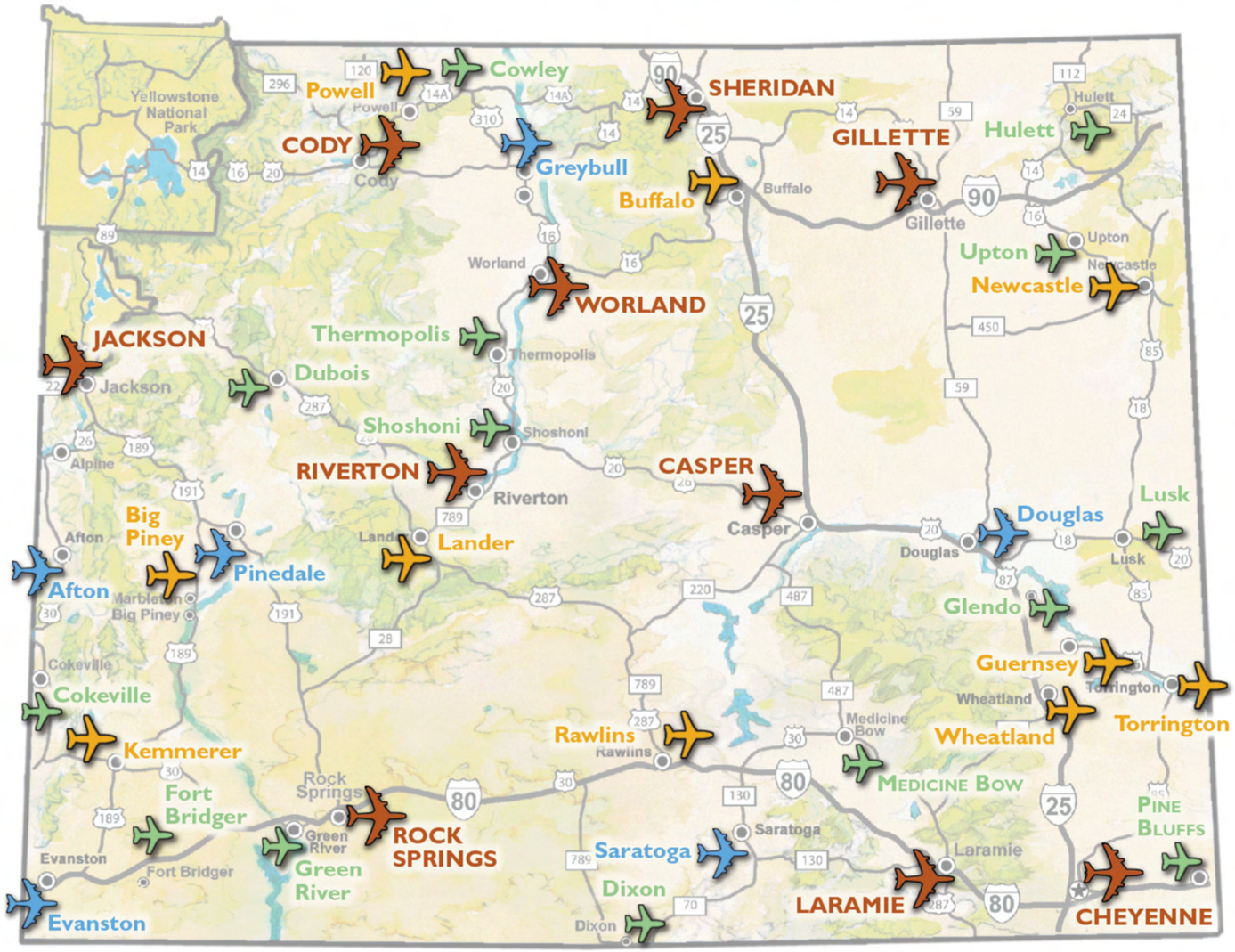
Airport	WYDOT Classification	WYDOT Classification (Future)
Cokeville	Local	Local
Cowley	Local	Local
Dixon	Local	Local
Dubois ⇧	Local	Intermediate
Fort Bridger	Local	Local
Glendo (non-paved)	Local	Local
Green River (non-paved)	Local	Local
Hulett ⇧	Local	Intermediate
Lusk	Local	Local
Medicine Bow (non-paved)	Local	Local
Pine Bluffs	Local	Local
Shoshoni (non-paved)	Local	Local
Thermopolis	Local	Local
Upton (non-paved)	Local	Local
Notes: ⇧ Indicates a future change in WYDOT airport classification Thermopolis information for proposed new airport		

Source: Wyoming Airport Classification per Aeronautics and Task Force input

In total, four airports are planned to change classification in the future, two of these being Local to Intermediate Airports with the remaining two changing from Intermediate to Business.

Throughout the remainder of this study, the airports are listed by their new classification in alphabetical order starting with Commercial Service, Business, and Intermediate and followed by Local Airports.

WYOMING AIRPORT SYSTEM



Commercial Service Airports

	City	Airport
1.	Casper	Natrona County International Airport
2.	Cheyenne	Cheyenne Regional Airport
3.	Cody	Yellowstone Regional Airport
4.	Gillette	Gillette-Campbell County Airport
5.	Jackson	Jackson Hole Airport
6.	Laramie	Laramie Regional Airport
7.	Riverton	Riverton Regional Airport
8.	Rock Springs	Rock Springs-Sweetwater County Airport
9.	Sheridan	Sheridan County Airport
10.	Worland	Worland Municipal Airport

Business Airports

	City	Airport
1.	Afton	Afton-Lincoln County Municipal Airport
2.	Douglas	Converse County Airport
3.	Evanston	Evanston-Uinta County Burns Field
4.	Greybull	South Big Horn County Airport
5.	Pinedale	Ralph Wenz Field
6.	Saratoga	Shively Field

Intermediate Airports

	City	Airport
1.	Big Piney	Miley Memorial Field
2.	Buffalo	Johnson County Airport
3.	Guernsey	Camp Guernsey Army Airfield
4.	Kemmerer	Kemmerer Municipal Airport*
5.	Lander	Hunt Field
6.	Newcastle	Mondell Field
7.	Powell	Powell Municipal Airport
8.	Rawlins	Rawlins Municipal/Harvey Field*
9.	Torrington	Torrington Municipal Airport
10.	Wheatland	Phifer Field

Local Airports

	City	Airport
1.	Cokeville	Cokeville Municipal Airport
2.	Cowley	North Big Horn County Airport
3.	Dixon	Dixon Airport
4.	Dubois	Dubois Municipal Airport*
5.	Fort Bridger	Fort Bridger Airport
6.	Glendo	Thomas Memorial Airport†
7.	Green River	Greater Green River Intergalactic Spaceport†
8.	Hulett	Hulett Municipal Airport*
9.	Lusk	Lusk Municipal Airport
10.	Medicine Bow	Medicine Bow Airport†
11.	Pine Bluffs	Pine Bluffs Municipal Airport
12.	Shoshoni	Shoshoni Municipal Airport†
13.	Thermopolis	Hot Springs County-Thermopolis Municipal Airport
14.	Upton	Upton Municipal Airport†

* Planned classification change.
† Non-paved.

Figure 2-2 – New Wyoming Department of Transportation Aviation System Map

3.0 Inventory

Inventory collection plays a pivotal role in helping to identify facility and service needs at an airport. Inventory data collected for this study includes state economic and demographic data, airport infrastructure, airport activity and services and airport administration data.

Data were collected for the inventory through an electronic survey which was sent to all 40 airports in the Wyoming Aviation System. These surveys were returned via email or regular mail. Follow up phone calls were made to collect additional information from airport sponsors.

Data were also collected from the US Census Bureau, Wyoming Department of Administration and Information (A&I), Wyoming Economic Analysis Division, Wyoming Department of Revenue, past WYDOT forecasting studies, 2007 WYDOT Design Standards Documents, FAA 5010 Forms and on record Airport Layout Plans. Site visits were also conducted at each airport.

3.1 Economic Centers

Typically, major economic centers occur within larger cities with larger populations and greater number of employers. However, smaller communities can also be major economic contributors due to seasonal variations in populations and spending cycles generally experienced in areas of tourism. Unique factors, such as mining in Wyoming, can also define economic centers. Ultimately however, money spent and earned within a community or area is what drives the economy of that area and helps define an economic center.

It is important to geographically locate airports within close proximity to major economic centers in an effort to provide the necessary infrastructure to support and potentially enhance the economic activity of the area or region. It is also important to understand what is driving the economy of these areas in an effort to provide adequate and appropriately sized facilities.

3.1.1 Wyoming's Population Distribution

The Wyoming Department of Administration and Information, Economic Analysis Division (Wyoming Department of A&I) publishes a report entitled, "Equality State Almanac." According to this report, around 1900, the entire state had a population of 92,531 and 50 years ago, the population was just shy of 300,000. Births in Wyoming have continually been greater than the death rate; net migration to the state has also increased resulting in annual population increases. The latest data available from the Wyoming Department of A&I based on data obtained from the US Census Bureau, shows that the state's population forecast for 2008 is 528,900. The distribution of Wyoming's population and the 2020 forecast is shown in **Table 3-1**.

Table 3-1
State/County/Major City Populations: 2000 Census, 2008 and 2020 Forecast

Area Names	Population			Change from 2008-2020	
	2000 Census	2008	2020	Number	Percent
Total State Population	**493,782**	**528,900**	**579,090**	**50,190**	**9.5%**
Albany County	**32,014**	**31,200**	**31,640**	**440**	**1.4%**
Laramie	27,171	26,334	26,705	371	1.4%
Big Horn County	**11,461**	**11,590**	**11,920**	**330**	**2.8%**
Basin	560	588	605	17	2.8%
Cowley	1,815	1,808	1,860	51	2.8%
Greybull	2,361	2,355	2,422	67	2.8%
Campbell County	**33,698**	**41,040**	**52,630**	**11,590**	**28.2%**
Gillette	20,271	24,822	31,832	7,010	28.2%
Wright	1,347	1,591	2,041	449	28.2%
Carbon County	**15,639**	**15,560**	**15,440**	**-120**	**-0.8%**
Dixon	79	81	81	-1	-0.8%
Medicine Bow	274	272	269	-2	-0.8%
Rawlins	9,006	8,816	8,748	-68	-0.8%
Saratoga	1,726	1,741	1,727	-13	-0.8%
Converse County	**12,052**	**13,160**	**14,240**	**1,080**	**8.2%**
Douglas	5,295	5,766	6,239	473	8.2%
Glenrock	2,242	2,431	2,630	199	8.2%
Crook County	**5,887**	**6,380**	**6,950**	**570**	**8.9%**
Hulett	408	440	479	39	8.9%
Sundance	1,161	1,242	1,353	111	8.9%
Fremont County	**35,804**	**37,640**	**39,880**	**2,240**	**6.0%**
Dubois	964	1,021	1,082	61	6.0%
Lander	6,890	7,154	7,580	426	6.0%
Riverton	9,259	9,760	10,340	581	6.0%
Shoshoni	635	682	723	41	6.0%
Goshen County	**12,538**	**12,330**	**12,250**	**-80**	**-0.6%**
Torrington	5,776	5,612	5,576	-36	-0.6%
Hot Springs County	**4,882**	**4,550**	**4,200**	**-350**	**-7.7%**
Thermopolis	3,172	2,932	2,706	-226	-7.7%
Johnson County	**7,075**	**8,400**	**10,350**	**1,950**	**23.2%**
Buffalo	3,902	4,666	5,749	1,083	23.2%
Laramie County	**81,607**	**87,370**	**94,290**	**6,920**	**7.9%**
Cheyenne	53,192	56,829	61,330	4,501	7.9%
Pine Bluffs	1,153	1,214	1,310	96	7.9%
Lincoln County	**14,573**	**17,210**	**21,070**	**3,860**	**22.4%**
Afton	1,846	2,037	2,493	457	22.4%
Cokeville	506	552	676	124	22.4%
Kemmerer	2,651	2,871	3,515	644	22.4%

Table 3-1 (Continued)
State/County/Major City Populations: 2000 Census, 2008 and 2020 Forecast

Area Names	Population			Change from 2008-2020	
	2000 Census	2008	2020	Number	Percent
Natrona County	**66,533**	**72,770**	**81,320**	**8,550**	**11.7%**
Casper	49,737	54,079	60,433	6,354	11.7%
Evansville	2,255	2,443	2,730	287	11.7%
Mills	2,632	3,023	3,379	355	11.7%
Niobrara County	**2,407**	**2,230**	**2,000**	**-230**	**-10.3%**
Lusk	1,447	1,322	1,185	-136	-10.3%
Park County	**25,786**	**27,330**	**28,220**	**890**	**3.3%**
Cody	8,885	9,355	9,660	305	3.3%
Powell	5,340	5,456	5,634	178	3.3%
Platte County	**8,807**	**8,600**	**8,220**	**-380**	**-4.4%**
Glendo	229	227	217	-10	-4.4%
Guernsey	1,147	1,116	1,066	-49	-4.4%
Wheatland	3,549	3,465	3,312	-153	-4.4%
Sheridan County	**26,560**	**28,310**	**30,730**	**2,420**	**8.5%**
Sheridan	15,872	16,861	18,303	1,441	8.5%
Sublette County	**5,920**	**8,070**	**12,320**	**4,250**	**52.7%**
Big Piney	408	542	828	286	52.7%
Marbleton	720	962	1,469	507	52.7%
Pinedale	1,402	1,903	2,905	1,002	52.7%
Sweetwater County	**37,613**	**40,260**	**43,990**	**3,730**	**9.3%**
Green River	11,808	12,561	13,725	1,164	9.3%
Rock Springs	18,649	19,952	21,801	1,849	9.3%
Teton County	**18,251**	**19,790**	**22,340**	**2,550**	**12.9%**
Jackson	8,647	9,360	10,566	1,206	12.9%
Uinta County	**19,742**	**20,520**	**21,180**	**660**	**3.2%**
Evanston	11,472	11,820	12,200	380	3.2%
Lyman	1,938	1,999	2,063	64	3.2%
Mountain View	1,153	1,200	1,239	39	3.2%
Washakie County	**8,289**	**7,850**	**7,340**	**-510**	**-6.5%**
Worland	5,250	4,929	4,609	-320	-6.5%
Weston County	**6,644**	**6,740**	**6,570**	**-170**	**-2.5%**
Newcastle	3,248	3,270	3,188	-82	-2.5%
Upton	872	874	852	-22	-2.5%
Wind River Reservation	**23,250**	**24,442**	**25,897**	**1,455**	**6.0%**

Notes:
1. 2000 State, County and City populations are 2000 Census Data with Official Revisions
2. 2008/2020 are forecasts developed based on trends of demographic and economic variables
3. City populations forecasts calculated by applying place/county ratios

Source: WY Department of Administration and Information, WY Economic Analysis Division and WY Department of Revenue, December 2006 (latest data available)

Sixteen counties in Wyoming are estimated to have experienced population growth in the past eight years, and seven are estimated to have declined over the period 2000 to 2008 resulting in a net population increase in Wyoming of 7.1%. This represents a net increase in total population of 35,118 residents over the eight years. Counties within Wyoming with the greatest actual increase in population (over 3,000 residents) include Campbell (11,590), Natrona (8,550), Laramie (6,920), Sublette (4,250), Lincoln (3,860), and Sweetwater (3,730). Those experiencing increases between 1,000-2,000 individuals include Teton (2,550), Sheridan (2,420), Fremont (2,240), Johnson (1,950), and Converse (1,080).

From this data, it is interesting to note that the total state population of Wyoming is forecast to increase by over 50,000 residents by the year 2020. In addition, Campbell County is forecast to grow by over 11,500 residents over the same period, representing the largest number increase in the state. The county with the greatest percentage increase is Sublette County forecast to experience growth of over 50%, more than doubling in size from the 2000 census.

It is estimated that approximately 32% of Wyoming's population lives in rural areas. Located in Laramie and Natrona Counties respectively, Cheyenne and Casper are the only two communities in Wyoming with population estimates over 50,000 residents. These two cities account for approximately 31% of Wyoming's incorporated population. Laramie and Gillette have populations over 20,000, and Rock Springs, Sheridan, Green River, and Evanston have populations over 10,000. Combined, these communities account for approximately 62% of Wyoming's total population.

Data obtained from the 2000 Census is reported to a block level in incorporated areas. In rural areas, the population data points are spread throughout the county. This level of distribution is not available for the 2008 projections. However, because much of the increase in population is estimated to occur in incorporated areas, the population density is estimated to remain relatively constant with only minor fluctuations. Therefore, population density (data points) from the 2000 Census data has been used for mapping purposes. **Figure 3-1** depicts the 2000 population density for Wyoming.

3.1.2 Unique Wyoming Factors (Natural Resources)

According to a report published by the Economic Analysis Division of Wyoming (EAD) entitled, "Ten Year Outlook Wyoming Economic and Demographic Forecast" and dated August, 2007, Wyoming's economic indicators exceed many of the national averages. A major source of the economic prominence in Wyoming is the national demand for natural resources. According to the EAD report, "the mining industry contributed approximately one third of both the state's total earnings growth and job growth".

The State of Wyoming has been mined for natural resources for over 120 years. The major sources of natural resources include oil, gas and coal. According to data obtained from the Petroleum Association of Wyoming, during 2006, 20 of the 23 counties in Wyoming are producing crude oil or natural gas. Wells drilled in 2006 totaled 3,246 with 5.1% locating oil and 92.8% locating gas. These wells were drilled in proven areas in the state. There were an additional 38 wildcat wells (wells drilled in unproven areas) with 58% finding oil or gas. This gives some glimmer of the estimated reserves of the natural resources yet untapped.

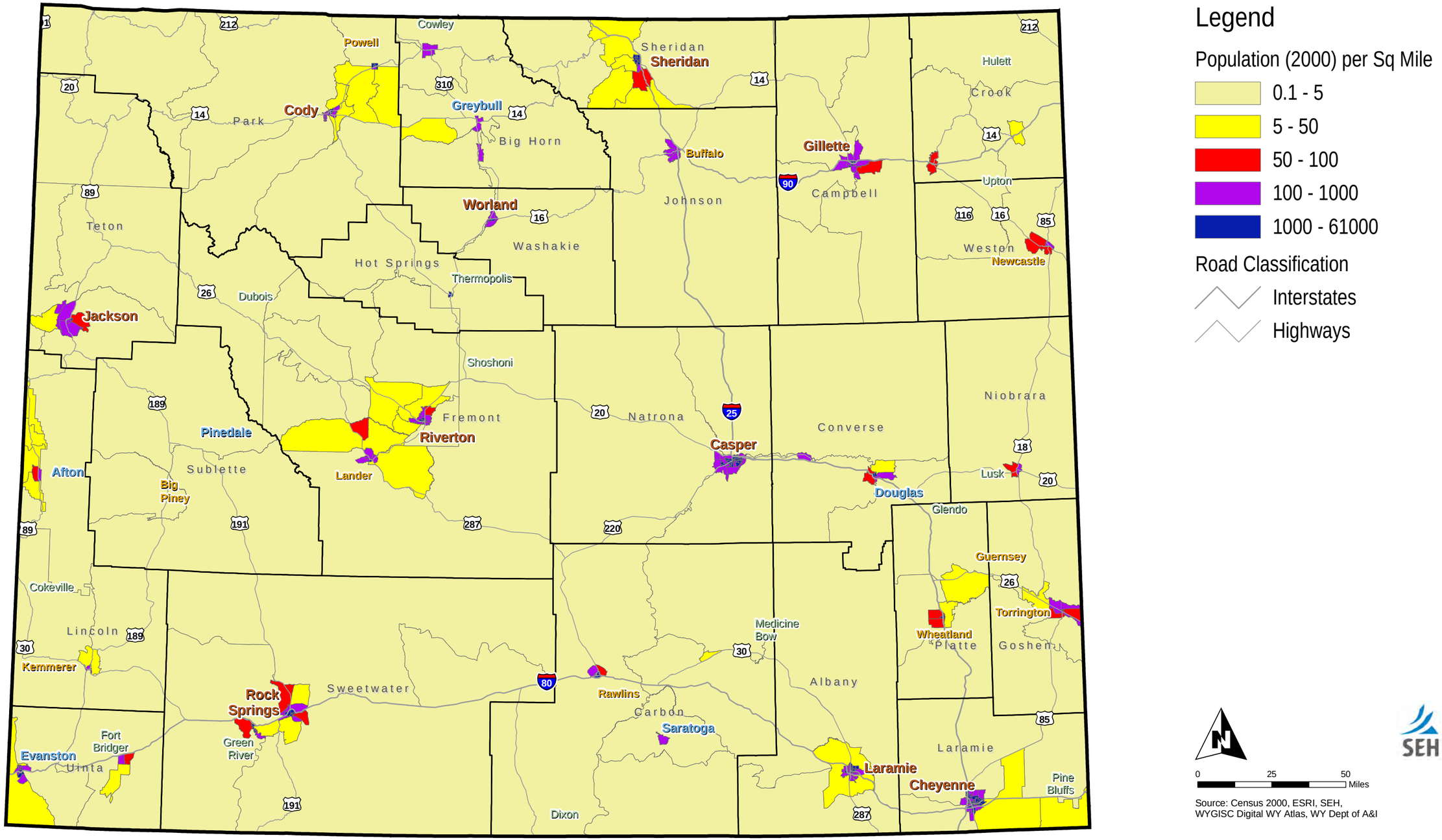


Figure 3-1 - Population Density 2000

In 2006, the leading producers of crude oil were Campbell, Park and Sublette Counties. The leading county producers of natural gas were Sublette, Campbell, and Sweetwater. The petroleum industry in Wyoming directly employs approximately 20,000 people with an annual payroll of over $1.0 billion. **Figure 3-2** depicts the energy resources and their approximate value in the State of Wyoming.

3.1.3 Estimated Taxable Retail Sales

In an effort to define major economic centers in Wyoming, consultation with the Wyoming Department of A&I, Economic Analysis Division and the Wyoming Department of Revenue was conducted. Taxable retail sales are an indicator of where money is being spent and help define major economic centers. Using information provided by these departments, estimated taxable retail sales by county and incorporated city/town were compiled. The top Economic Centers have fluctuated some but have not significantly changed from fiscal year 2000 through 2007. **Table 3-2** shows the estimated taxable retail sales for the top 50 city/towns in Wyoming and their respective county for fiscal year 2007 (July 1, 2006 - June 30, 2007). **Figure 3-3** graphically depicts estimated taxable retail Sales.

Table 3-2
Estimated Taxable Retail Sales (FY 2007)

City/Town	County	Estimated Taxable Retail Sales
Gillette	Campbell	$1,687,601,314
Casper	Natrona	$1,497,513,660
Rock Springs	Sweetwater	$919,131,433
Cheyenne	Laramie	$789,073,317
Green River	Sweetwater	$580,131,717
Pinedale	Sublette	$456,317,100
Jackson	Teton	$394,106,767
Laramie	Albany	$375,193,050
Rawlins	Carbon	$326,792,050
Sheridan	Sheridan	$287,033,717
Evanston	Uinta	$251,664,200
Marbleton	Sublette	$232,682,925
Cody	Park	$205,739,550
Riverton	Fremont	$202,162,925
Buffalo	Johnson	$184,632,960
Lander	Fremont	$149,114,150
Douglas	Converse	$147,985,360
Big Piney	Sublette	$131,853,650
Powell	Park	$125,120,375
Kemmerer	Lincoln	$121,761,800
Wright	Campbell	$112,323,295
Afton	Lincoln	$83,501,675
Worland	Washakie	$79,483,380

Table 3-2 (Continued)
Estimated Taxable Retail Sales (FY 2007)

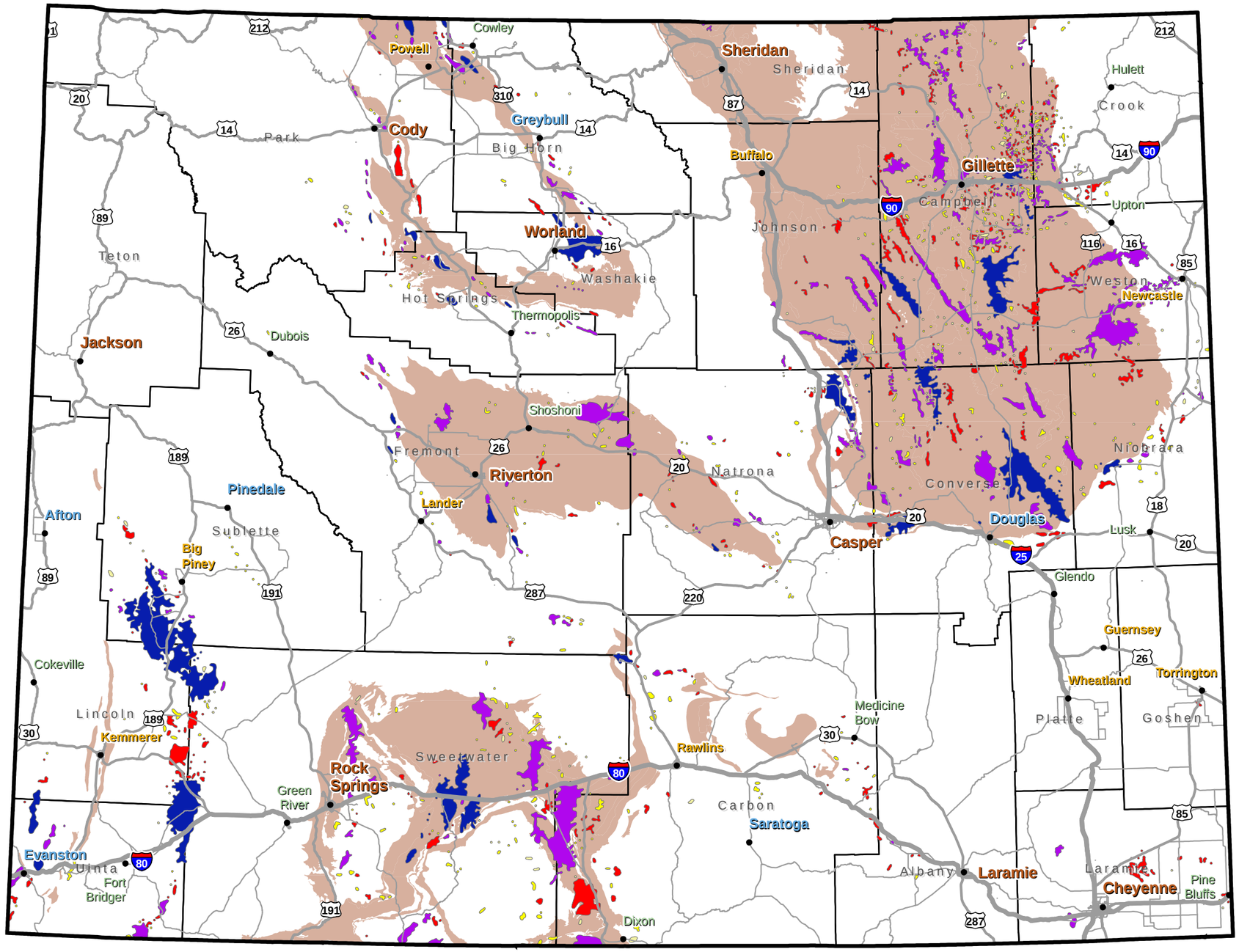
City/Town	County	Estimated Taxable Retail Sales
Mills	Natrona	$78,157,640
Evansville	Natrona	$68,022,200
Thermopolis	Hot Springs	$67,131,600
Star Valley Ranch	Lincoln	$66,415,475
Saratoga	Carbon	$62,629,700
Glenrock	Converse	$62,434,820
Torrington	Goshen	$61,719,020
Wheatland	Platte	$59,310,440
Newcastle	Weston	$55,671,580
Lyman	Uinta	$42,385,100
Lovell	Big Horn	$33,581,600
Diamondville	Lincoln	$32,886,250
Hanna	Carbon	$31,677,717
Bar Nunn	Natrona	$28,234,500
Greybull	Big Horn	$25,815,580
Alpine	Lincoln	$25,261,775
Mountain View	Uinta	$25,216,720
Cokeville	Lincoln	$23,015,850
Lusk	Niobrara	$21,956,167
Dubois	Fremont	$20,932,875
La Barge	Lincoln	$19,796,050
Guernsey	Platte	$19,173,920
Basin	Big Horn	$17,608,640
Pine Bluffs	Laramie	$17,162,500
Sundance	Crook	$16,682,950
Upton	Weston	$14,941,720
Teton Village	Teton	$14,666,350

Source: WY Department of Revenue, Administrative Services Division

3.2 Wyoming Airports Locations, Sponsorship and Classification

Airports may be sponsored by many different entities but typically cities, towns, and/or counties are the sponsors. City sponsorship accounts for 24 airport sponsors in the Wyoming Aviation System while counties and city/county sponsorship assume the remainder.

Table 3-7 at the end of this chapter lists each of the 40 publicly owned airports included in the Wyoming State System Plan and the *Wyoming Statewide Inventory and Implementation Plan*. For each airport, the associated city, county, economic region and type of sponsor ownership is referenced.



Legend

Oil and Gas Fields: Value

- Less than $1M
- $1M - $10M
- $10M - $100M
- $100M - $1000M
- More than $1000M
- Coal

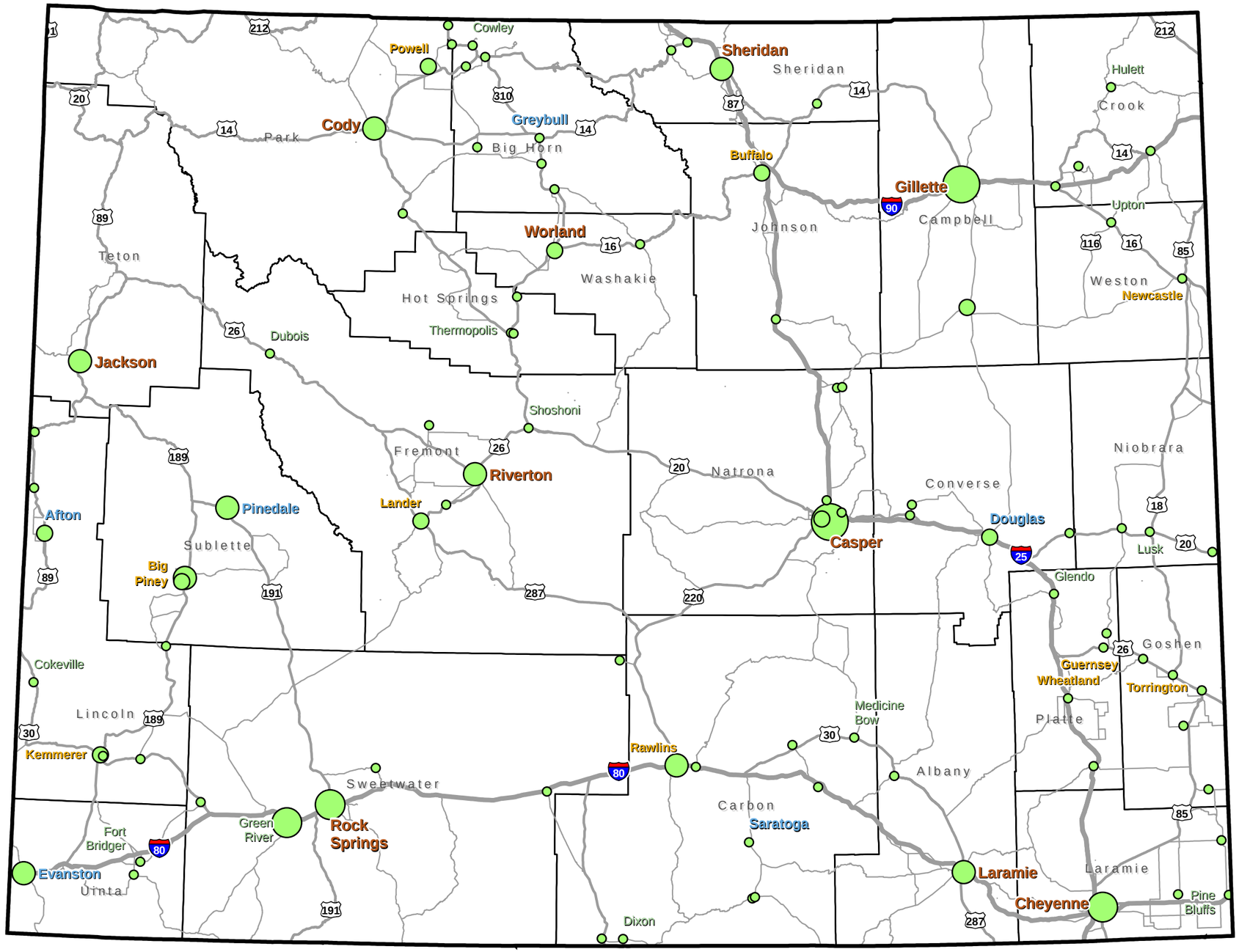
Road Classification

- Interstates
- Highways
- Secondary Roads

0 25 50 Miles

Source: Census 2000, ESRI, SEH, WYGISC Digital WY Atlas, WY Dept of A&I

Figure 3-2 - Energy Resources



Legend

Estimated Taxable Retail Sales

- Less than $75M
- $75M - $200M
- $200M - $500M
- $500M - $1000M
- More than $1000M

Road Classification

- Interstates
- Highways
- Secondary Roads

0 25 50 Miles

Source: Census 2000, ESRI, SEH, WYGISC Digital WY Atlas, WY Dept of A&I

Figure 3-3 - Estimated Taxable Retail Sales

3.3 Airside Airport Facilities

3.3.1 Airport Reference Code

The FAA defines the design standards by the type of traffic airports experience or are designed to accommodate. Each airport is assigned an Airport Reference Code (ARC) which is used to relate airport design criteria to the operational and physical characteristics of the aircraft intended to operate at the airport. According to the FAA's Advisory Circular (AC) 150/5300-13, Airport Design, the ARC is based on two aircraft components: approach speed and wingspan or tail height.

Aircraft approach speeds are categorized into five Approach Categories, and wingspans and tail heights are divided into six Airplane Design Groups (ADG). The Approach Categories and ADG are described in **Tables 3-3** and **3-4.**

Table 3-3
FAA Aircraft Approach Category

Category	Description
Category A	Approach speed less that 91 knots
Category B	Approach speed 91 knots or more but less than 121 knots
Category C	Approach speeds 121 knots or more but less than 141 knots
Category D	Approach speeds of 141 knots or more but less than 166 knots
Category E	Approach speeds of 166 knots or more

Table 3-4
FAA Airplane Design Group

Airplane Design Group	Description	
	Wing Span	Tail Height
Group I	Up to but not including 49 feet	Up to but not including 20 feet
Group II	49 feet up to but not including 79 feet	20 feet up to but not including 30 feet
Group III	79 feet up to but not including 118 feet	30 feet up to but not including 45 feet
Group IV	118 feet up to but not including 171 feet	45 feet up to but not including 60 feet
Group V	171 feet up to but not including 214 feet	60 feet up to but not including 66 feet
Group VI	214 feet up to but not including 262 feet	66 feet up to but not including 80 feet

The airport design criteria and dimensional standards for airport facilities are based on the Approach Category and ADG of the most demanding aircraft with approximately 500 annual operations currently using or forecasted to use the airport. The type of approaches offered at the airport such as visual, non-precision instrument and precision instrument, also affect design criteria.

Table 3-5 lists popular civilian aircraft models within the commercial and general aviation fleet broken-out using the FAA ARC system. Although the majority of the civilian fleet consist of ARC Category A piston aircraft, ARC Categories B and C aircraft are the fastest growing segment of the fleet according to the FAA Aerospace Forecast for Fiscal Years 2007-2020.

Table 3-5
Representative Aircraft and Associated ARC

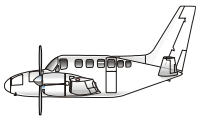
ARC A (Piston Aircraft)	ARC B (Piston/Turboprop/Jets)	ARC C/D (Jets)
Single-Engine (Piston) Cessna (150/172/177/182/206/208) Beech Sierra Beech Bonanza (V35/A36) Beech Baron (B-55/E55) Mooney (M-Series) Piper Cherokee/Arrow Piper Lance/6 Piper Comanche Piper Saratoga Piper Cub Bellanca Rockwell (1100 Series) Taylorcraft Aeronca Maule Husky Mitsubishi (MU-2N) Marquis	**Twin-Piston (ARC B-I)** Beech (B-58 Series) Beech (Duke B60) Cessna 404 (Titan) Beech (King Air B100) Cessna 414 (Chancellor) Cessna 402 (Businessliner) Cessna 421 (Golden Eagle) Piper PA-30-310 (Navajo) Piper PA-60-602P (Aerostar) **Turbo-Prop** Piper PA-42 Cheyenne III Beechcraft King Air 200 **ARC B-II +10 Passengers** Beechcraft (B300/350) Cessna 425 Conquest II Beech Airliner 1900 DH2 Dash 8-200 **Small-Cabin Business Jets** Lear (28/29) Dassault (Falcon 10) Rockwell (Sabre 40/60) Cessna Citation 550/560 Raytheon/ Hawker 800XP/1000 Dassault Falcon 20/50 Dassault Falcon 900/900EX Westwind Astra SP/SPX	**Medium-Cabin Business Jets (ARC C)** Cessna 650/680/750 Series Learjet 24/25/54/55/56 IAI 1122 Jet Commander IAI 1124 Westwind I/II Gulfstream Galaxy Rockwell Sabre 75A **Large-Cabin Business Jets (ARC C)** Challenger 600/604 Gulfstream G-III Learjet 45/60 Raytheon/Hawker 600/700 Raytheon/Hawker 2000/2000EX **Ultra Large-Cabin Business Jets (ARC D)** Bombardier Global Express Gulfstream II/IV **Narrow-Body Commercial Transport Jets (ARC C)** Canadair Regional Jet (CRJ) Canadair Regional Jet (CRJ) 700 EMB 135/146 RJ Boeing 727/737 Series Boeing 757/767 Series MD DC-9/MD 80 Series Airbus 318/319/320/321 Airbus 300 Series **Wide-Body Commercial Transport Jets (ARC D)** Boeing 747/777 Airbus 330/340/380

Source: FAA A/C 150-5300-13, Appendix 13, Jane's All the World's Aircraft (2004-2005)

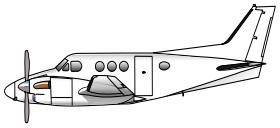
For comparison purposes, the following depicts general aviation and commercial service aircraft representative of various ARC categories:

ARC A-I to B-I
Single-Engine Piston
Cessna 210 Centurion
38’ Wingspan/32’ Length

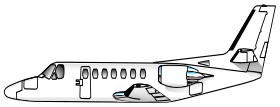
ARC B-I to B-II
Light Twin-Piston
Cessna 401 Businessliner
42’ Wingspan/36’ Length



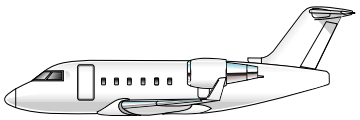
ARC B-II (10+ passengers)
Twin-Turboprop
Beechcraft King Air Model
50’ Wingspan/40’ Length



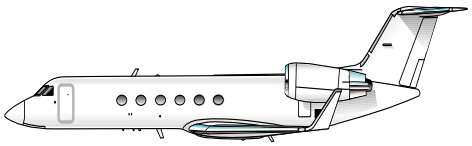
ARC B-II
Small-Cabin Business Jet
Cessna Citation 550 Series
54’ Wingspan/56’ Length



ARC C-II
Medium/Large-Cabin Jet
Challenger 600 Series
65’ Wingspan/70’ Length



ARC D-II/D-III
Ultra Large-Cabin Jet
Gulfstream 400/500 Series
95’ Wingspan/97’ Length



ARC C-IV
Narrow-Body Transport
Boeing-757
125’ Wingspan/155’ Length

The ARC for each airport was obtained from the approved Airport Layout Plan (ALP) on file with Aeronautics. Most airports are not constructed or designed to accommodate only A-I or B-I type aircraft. The minimal design criterion is typically B-II, as is evident when reviewing the ARC's for the Wyoming public airports. In addition, Commercial Service Airports are typically used by larger commercial service and business aircraft users. Therefore, these commercial service facilities are designed to accommodate larger and more complex aviation aircraft and have greater separation standards, longer runways, more sophisticated navigational aids, larger safety areas, greater pavement strengths, etc.

The classification and ARC of each airport is listed in **Table 3-8**.

3.3.2 Runway Facilities

Generally, the Commercial Service Airports have greater runway lengths and widths along with facilities able to accommodate larger aircraft types. When possible, Commercial Service Airports are expanded to accommodate the performance characteristics of the most demanding aircraft operating or planned to operate at the airport. This is also true of GA airports. However, funding, environmental issues, land constraints and public influence can limit the size of a facility to something less than demand would dictate.

Runway facilities for all airports are listed in **Table 3-9**.

3.3.2.1 Wind Coverage

Prevailing wind is a major factor influencing the orientation of runways. Wind conditions affect all aircraft to some degree. Generally, the smaller the aircraft, the more it is affected by wind. Therefore, orienting the runway such that it is aligned with the prevailing wind the greatest percentage of time, adds substantially to the safety and usefulness of an airport.

The crosswind component of wind direction and velocity is defined as the resultant vector which acts at a right angle to the runway centerline, and is equal to the wind velocity multiplied by the sine of the angle between the wind direction and the runway direction. Wind coverage is defined as the percentage of time that crosswind components are below an acceptable velocity. The most desirable runway orientation based on wind is one that has the greatest percentage of wind coverage. The minimum recommended wind coverage for an airport is 95%. The 95% coverage is computed on the basis of the crosswind not exceeding 10.5 knots for ARC A-I and B-I, 13 knots for ARC A-II and B-II, 16 knots for ARC A-III, B-III, and C-I through D-III, and 20 knots for ARC A-IV through D-VI. Primary runway wind coverage based on the ARC for each classification for the 40 public-use Wyoming airports is listed in **Table 3-9**.

3.3.2.2 Runway Visual Aids

Precision Approach Path Indicators (PAPIs) or Vertical Approach Slope Indicators (VASIs) are also found at many airports and are included in **Table 3-9**. PAPIs and VASIs present a color-coded visual indication to the pilot of the approaching aircraft's position on the glide path. PAPIs or VASIs provide visual guidance only and are physically located at either one or both ends of a runway.

3.3.2.3 Runway Lighting

Runways can be marked with high intensity, medium intensity or low intensity runway lights. Taxiways are also lit with high, medium and low intensity taxiway lights. At airports without taxiway lights, reflectors are sometimes used to mark the edge of the taxiways. Approach lighting systems are used to provide visual lateral guidance to the runway. Different types of approach lighting systems include: Medium Intensity Approach Lighting System (MALS), Medium Intensity Approach Lighting System with Runway Alignment Indicators (MALSR), and Omni Directional Approach Lighting System (ODALS). The approach lighting systems found at each airport in the Wyoming Aviation System are listed in **Table 3-9**.

3.3.2.4 Runway Safety Areas

The runway safety area (RSA) of each runway is centered on the runway centerline with width and length determined by the ARC of that runway and approach visibility minimums. The Airport Design AC 150/5300-13 states that the RSA should be: cleared and graded; drained to prevent water accumulation; capable, when dry, of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the passage of an aircraft; and free of objects except for those required due to their function, such as runway lights. The existence of full FAA required RSAs on each runway is included in **Table 3-9**.

3.3.2.5 Runway Protection Zone Ownership

Runway protection zones (RPZ) are located at the end of each runway. The Airport Design AC 150/5300-13 states that "the purpose of the RPZ is to protect the people and the property on the ground. Land uses prohibited from the RPZ are residences and places of public assembly including churches, schools, hospitals, etc." In order to protect against incompatible land uses, many airports own the RPZ of each runway end in fee or easement. Those airports with fee or easement interest in all RPZs are identified in **Table 3-9**.

3.3.3 Taxiway Facilities

Taxiway facilities at each of the airports in the Wyoming Aviation System are included in **Table 3-9**. The taxiway type (full parallel, partial parallel, connector or none) is described for each runway at each airport. Also listed is each taxiway width and taxiway lighting. Taxiway lighting can include high, medium and low intensity lights. Reflectors are also used to mark the taxiway edge at smaller airports.

3.3.4 Pavement Condition Index

The Pavement Condition Index (PCI) is a measure of the condition of the existing pavements at an airport. The PCI analysis was completed by Aeronautics and is evaluated on a three year rotation cycle. The PCI rating is an average for all pavements on the airport. A rating of "Acceptable" signifies adequate pavement condition and a rating of "Not Acceptable" signifies pavements in need of replacement. PCI data is shown in **Table 3-9**.

3.3.5 Approaches

In order for an aircraft to land in inclement weather conditions, the FAA publishes instrument approach procedures to provide directional and/or vertical guidance to pilots. Instrument approach procedures provide operational reliability to an airport by allowing landings during inclement weather conditions, either obscured cloud ceiling and/or forward-looking visibility. At airports without instrument approaches, all approaches are completed visually without the assistance of instrument approach procedures and equipment.

Instrument approach procedures can be broken down into precision instrument or non-precision instrument approaches. Precision instrument approaches are those approaches that provide both vertical and horizontal guidance to the runway environment. An Instrument Landing System (ILS) is a common example of a precision approach. Airports with a non-precision approach have only directional guidance to the runway. Non-precision approaches can include any or a combination of the following types of approaches: localizer, RNAV/GPS (area navigation/global positioning system), RNAV/RNP (area navigation/required navigation), NDB (non-directional beacon) VOR/TVOR (VHF omni-directional range/ terminal VHF omni-directional range).

Table 3-10 outlines the type of approach (visual, non-precision or precision) and approaches available at each airport in the Wyoming Aviation System.

3.3.6 Airport Visual Aids, Communications and Weather Reporting

Several visual aids are used at airports in order to help identify the airport and wind conditions. Rotating airport beacons help to identify the airport to pilots. Wind indicators point in the direction of the wind and aid pilots in determining the appropriate runway for landing and takeoff at non-towered airports. In order to provide the same information at night, wind indicators are often lighted. In order to better identify the location of a wind indicator, a segmented circle may be used.

Aircraft radios are used to communicate at airports. Some airports have Air Traffic Control Towers (ATCT) to enhance communication on and around the airfield. At airports with no ATCT, common traffic advisory frequencies (CTAFs) are often used to facilitate aircraft to aircraft and aircraft to ground communications.

Automated Weather Observation Systems (AWOS) or Automated Surface Observation Systems (ASOS) are often located at airports to help provide updated weather information to pilots operating on or near the airport. Both weather reporting systems provide the same type of information to pilots. This information typically includes: wind direction and speed, cloud coverage, visibility, temperature, and dew point. All ASOS and some AWOS have precipitation identification; some ASOS and AWOS have lighting detection capabilities as well. Generally, ASOS are federally owned and maintained while AWOS are typically owned by either the state or local airport sponsor. AWOSs and ASOSs can be connected to the National Weather System (NWS), providing a means for valuable weather information collected at the airport to be available to the non-flying public.

The airport visual aids, communications and weather reporting available at each airport is described in **Table 3-11.**

3.3.7 Ramp/Apron and Airport Security

Aircraft ramps/aprons are used to park or tie down aircraft and to provide space for aircraft fueling, loading and unloading. A designated helicopter pad may be located on a ramp/apron or it may also have a separate location on the airfield. In order to enhance safety and security, aircraft ramps and parking areas are often lighted.

Full perimeter airport fencing is also used to provide for a safe and secure environment at airports. There are various types of perimeter fencing including security fencing, wildlife fencing and field fencing.

Ramp/apron and security characteristics of each airport in the System are outlined in **Table 3-12**.

3.3.8 Hangars

Due to severe winter weather experienced in this region, many aircraft owners prefer to house their aircraft in hangars. Types of hangars commonly found on airports in Wyoming include box-type hangars as well as open and closed T-hangars. Hangar areas are often lighted to enhance safety and security.

Privately owned hangars at public airports are built on leased land. Land lease rates vary by airport. Some airports base the land lease rate on the lot size leased to the tenant while others base the rate on the actual footprint of the tenant's building.

Hangar waiting lists sometimes exist at airports with a high demand for hangar space. The number of hangars, the presence of hangar area lighting, hangar land lease rates, the percentage of based aircraft in hangars and the number of aircraft on a waiting list are listed in **Table 3-13**.

3.4 Landside Airport Facilities

3.4.1 Airport Access and Auto Parking

Airport vehicle access is provided through either paved or unpaved auto access roads. Some airports in Wyoming have auto access roads which are lighted to provide enhanced safety and security.

Paved auto parking is often provided at airports while some airports only provide unpaved auto parking. Most Wyoming airports do not charge a fee for parking, while some Commercial Service Airports do.

Table 3-14 lists the general landside facilities at the airports in the Wyoming Aviation System.

3.4.2 Commercial Terminal Building

All Commercial Service Airports in the Wyoming Aviation System have a commercial terminal building. These commercial terminal buildings vary in size and age.

Both covered and uncovered gates are used to move passengers to and from the terminal building and aircraft. Baggage claims at all the commercial terminal buildings in the System are covered.

Transportation Security Administration (TSA) rules require Commercial Service Airports to provide a secure passenger area for passengers who have been processed through security screening. Secure passenger area size and seating capacity vary, often depending on size of aircraft serving an airport.

Services available to passengers and other users of commercial terminal buildings vary among the Commercial Service Airports. Common public services available in commercial terminal buildings include restaurant, vending machines, restrooms, and telephones.

The characteristics of each commercial terminal building are shown in **Table 3-15**. Also listed are the services available in each commercial terminal building.

3.4.3 General Aviation Terminal Building

General Aviation terminal buildings are used to provide shelter and services to general aviation users of the airport. Some airports in the system have individual buildings designated as a GA terminal while others have a Fixed Based Operator (FBO) building that offers the services of a GA terminal.

Common public use facilities and services available in GA terminal buildings include pilot lounges, flight planning rooms, weather reporting displays, restaurants, vending machines, restrooms and telephones. These services along with building characteristics are listed in **Table 3-16**.

3.5 Activity

The following section is an inventory of the key activity levels currently reported at the 40 Wyoming publicly owned airports. The reported activity levels are a snapshot of operational activity. These activity levels are used to understand various factors and circumstances at individual airports, to compare airports against past trends and forecasted activity levels, and as a means of assessing the system-wide performance through a state-wide perspective.

Efforts were taken to validate and confirm all reported activity levels used for each airport in this study. However, it should be noted that those airports with an Air Traffic Control Tower (ATCT) are provided a more accurate means to count (report) traffic levels and specify various operational characteristics. At airports without control towers, the activity information is largely reliant on reports provided by the airport manager/sponsor based on their observations.

3.5.1 Wyoming Registered Aircraft and Pilots

Table 3-17 lists the number of FAA active registered pilots and registered aircraft by Wyoming Counties, with aircraft broken-out by piston, turbine and jet aircraft and others. FAA registered pilots in this table include all pilots who report Wyoming as their permanent mailing address on their pilot certificate. As such, military pilots or commercial airline pilots temporarily based or operating in Wyoming, but with a permanent mailing address in another state, are not included in these totals.

It is an FAA requirement for aircraft owners to register all aircraft. However, some pilots do not register and some register their aircraft in one county or state but base it in another. The reasons for this are often for tax benefits. For this reason, the total registered aircraft in a state rarely matches the actual number of based aircraft in a state.

3.5.2 Aircraft Operations

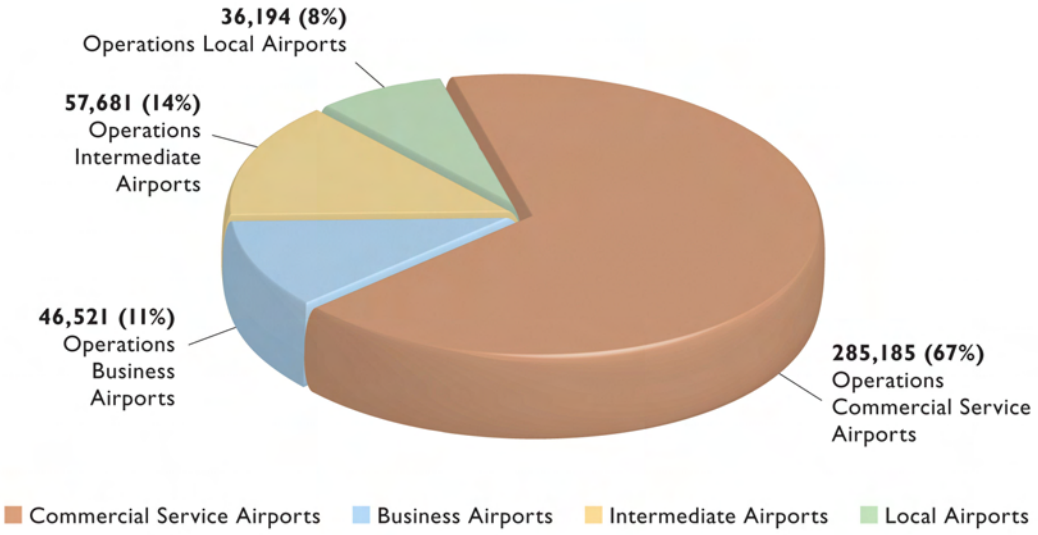
The number of annual operations at an airport can help to identify existing and future facility needs. An aircraft operation is defined as either a takeoff or a landing. Airports with an air traffic control tower provide the most accurate count of aircraft operations. It is difficult to assess the number of operations at airports without air traffic control towers. Estimates at these airports are based on a number of sources including historical data, the airport survey, FAA 5010 Forms and existing forecasts prepared by the Wyoming Department of Transportation.

Six types of aircraft operations are discussed in this study, *commercial* operations, *Air Taxi/Air Charter* operations, *GA local* operations, *GA itinerant* operations, and *military* operations. *Commercial* operations are operations of aircraft conducting scheduled commercial flights. *Air Taxi/Air Charter* operations are takeoffs and landings of aircraft with 60 or fewer seats conducted on non-scheduled or for-hire flights. *GA local* operations are civil aviation aircraft operating in the traffic pattern or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport. *GA itinerant* operations are civil aircraft operations other than local operations. Typically these are trips that depart from one airport and land at a different airport. These operations typically consist of business, charter, and recreational flights. *Military operations* represent takeoffs and landings by military aircraft.

Annual operation counts by type and at each airport reported for 2007 are listed in **Table 3-18.** Combined, the 40 system airports generate approximately 425,000 total annual aircraft operations, of which 393,289 operations are conducted by ‘civilian’ aircraft. In total, 299,956 (70%) operations are attributed to GA aircraft, with 95,920 (23%) operations associated with the transport of passengers and/or cargo, as identified by ‘air carrier’ and ‘air taxi’ operations.

The majority of aircraft operations (67%) in Wyoming occur at Commercial Service Airports, as shown below in **Chart 3-1**. These airports also account for 83% of the 26,595 military operations. Intermediate Airports account for 14% of aircraft operations followed by Business and Local Airports at 11% and 8% respectively.

Chart 3-1
Wyoming Aircraft Operations By Airport Classification



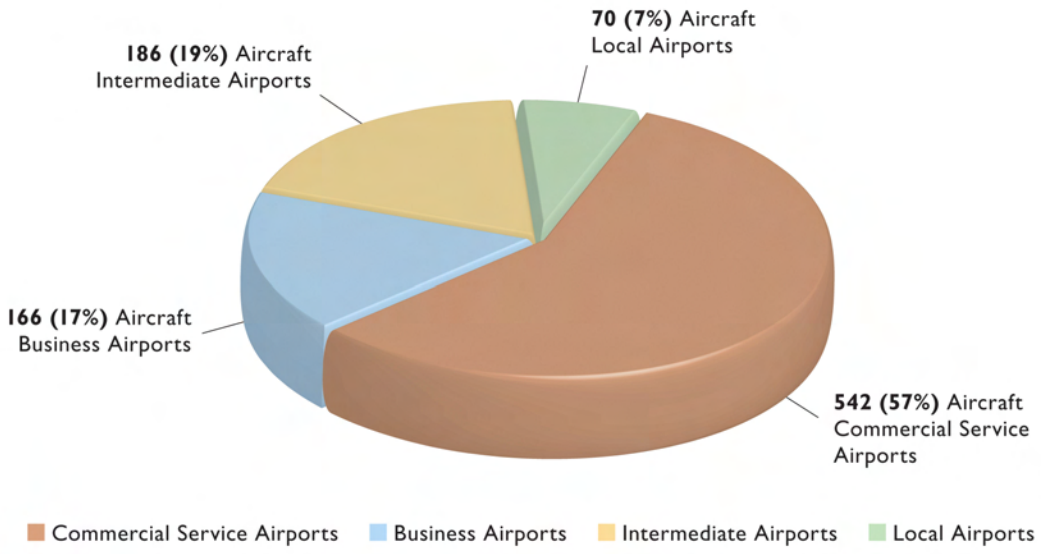
3.5.3 Based Aircraft

Based aircraft counts for each of the airports in the Wyoming Aviation System are included in **Table 3-19**. Based aircraft for each of the airports are divided into single engine, multi-engine, turbo prop and jet aircraft. Counts are also provided for helicopters, military and 'other' aircraft. Other aircraft include ultra lights and gliders.

Combined, the 40 airports base over 960 aircraft, of which 79% are single-engine aircraft, 18% are multi-engine (piston and turboprop), and 3% are business jets. A large majority of the multi-engine aircraft and business jets are based at the Commercial Service Airports, which coincides with the concentration of population, businesses, longer runway length and more full-service pilot and aircraft services typically available for these types of users.

As shown in **Chart 3-2**, the majority (57%) of based aircraft in the State of Wyoming are based at Commercial Service Airports followed by Intermediate Airports (19%) and Business Airports (17%). The 14 Local Airports account for 7% of the statewide based aircraft.

Chart 3-2
Wyoming Based Aircraft by Airport Classification



3.5.4 Air Cargo

Airports with air cargo operations (both scheduled and non-scheduled) and their respective annual cargo tonnage are identified in **Table 3-20**. Three airports in the Wyoming Aviation System have dedicated air cargo facilities and are also identified in the table.

3.5.5 Commercial Service

The total Wyoming commercial service passengers in 2007 exceeded 495,000 enplanements, an increase from 2006. Combined, the Commercial Service Airports in Wyoming have averaged an annual increase of over 30,000 passengers per year since 2003. Over this same period, the enplanements at Rock Springs have increased 154%, Gillette 89%, and Sheridan 83%. The other airports have averaged over a 25% increase over the same period. All but two airports exceeded 10,000 annual enplanements in 2007, which qualifies these airports to receive annual FAA entitlement dollars.

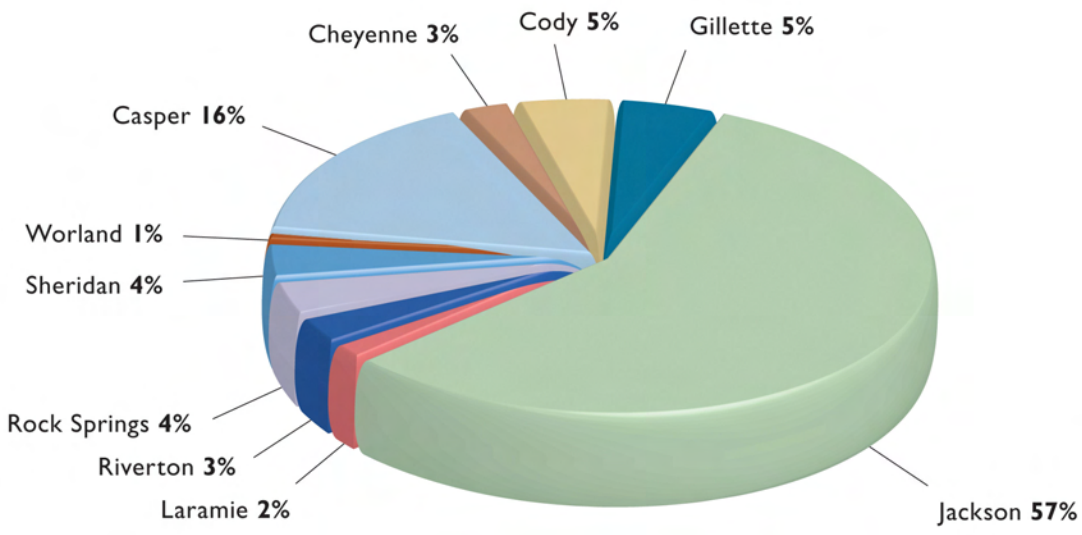
Enplanement data is shown in **Table 3-6** and graphically in **Chart 3-3**. Jackson accounts for 57% of Wyoming enplanements, followed by Casper with 16%. The remaining eight Commercial Service Airports account for 5% or less of the statewide enplanements.

Table 3-6
Airline Activity

Associated City	Enplaned Passengers
	CY 2007
Casper	76,908
Cheyenne	16,766
Cody	26,799
Gillette	25,647
Jackson	277,361
Laramie	9,939
Riverton	15,831
Rock Springs	21,791
Sheridan	20,978
Worland	3,719

Source: Wyoming Commercial Service Airport – 2007 Passenger Activity Report (WYDOT Web site), Official Airline Guide, US DOT, Onboards (T100) Dynamic Report Calendar Year 2007 via APGnet

Chart 3-3
Percentage of 2007 Wyoming Enplanements By Airport



Source: WYDOT Aeronautics

In CY07, the following were regularly scheduled (non-seasonal), non-stop service destination served by the ten Wyoming commercial airports:

- Denver International (DEN) – ten WY Airports
- Salt Lake City International (SLC) – three WY Airports
- Minneapolis/St. Paul International (MSP) – two WY Airports
- Dallas/Ft. Worth – one WY Airport

Also in CY07 and with regard to air carriers, Wyoming was primarily served by three air carriers. The following have been regularly scheduled (non-seasonal) airline service providers at the ten Commercial Service Airports:

- Delta Connection (Skywest) – Service to/from SLC
- Northwest Airlink (Mesaba Airlines & Pinnacle Airlines) – Service to/from MSP
- United Express (Great Lakes Airlines, Skywest & Mesa Airlines) – Service to/from DEN

Regularly scheduled service destinations as well as air carriers serving the Wyoming market may change with some regularity depending on market conditions. Refer to airline schedules or contact the individual airports for current schedules and airline providers.

The State of Wyoming and its ten Commercial Service Airports actively support retention and development of air service. Three important programs have provided significant assistance to the airports. They are: the Essential Air Service (EAS) Program, the Small Community Air Service Development Program, and Wyoming's own Air Service Enhancement Program.

The EAS Program began as part of Airline Deregulation in 1978 and was designed to guarantee eligible smaller communities access to the national network of air transportation, with subsidy when necessary. Over the last 30 years, the EAS Program has continued although eligibility standards have changed. Today, a community is ineligible to receive subsidy if it is within 70 miles of a medium or large hub, or if its subsidy exceeds $200 per passenger (unless it is more than 210 miles from a medium or large hub). Communities do have the option to subsidy-share if the cost per passenger exceeds $200.

Nine of Wyoming's Commercial Service Airports have Essential Air Service designations. These are: Casper, Cheyenne, Jackson, Laramie, Cody, Riverton, Rock Springs, Sheridan, and Worland. Gillette is the only Commercial Service Airport without EAS designation. That said, only Laramie and Worland received EAS subsidy in 2007. In the past there has been greater participation in the EAS Program. Five communities received subsidy in 2006.

Wyoming has also participated twice in the Small Community Air Service Development Program. In 2002, Casper and Gillette received a grant to purchase an aircraft that was leased back to Big Sky Airlines. In 2005, the State of Wyoming received an $800,000 grant (with a $200,000 local match) to craft and implement a statewide Fly Wyoming Program to raise awareness for air service at Wyoming airports through advertising and a new web site.

In 2003, the Wyoming Legislature passed the Wyoming Air Service Enhancement Act which created a grant program to provide funds for revenue guarantees, local marketing and WYDOT administrative and technical support for air service development. All ten Wyoming Commercial Service Airports are eligible for the grants and most have applied for funding from the program.

A more thorough discussion of airline activity at the ten Commercial Service Airports is presented in **Chapter 8, Air Service**.

3.5.6 Airport Uses

Identifying the main use of an airport can help to identify service and facility needs. Each airport in the Wyoming Aviation System was asked to identify the main uses of their airport. The uses identified include: personal/recreational, business, military, commercial, cargo, training, charter, agricultural, fire fighting, search and rescue, and medical/patient transfer. **Table 3-21** lists the main uses identified for each airport.

3.6 Airport Services

3.6.1 Aircraft Services

Aircraft services available at airports can include: aircraft rental, aircraft charter, overnight storage, major and minor airframe (A) and powerplant (P) maintenance, avionics repair, and aircraft deicing. In order to prevent environmental damage, aircraft deicing systems sometimes have a containment system which collects deicing fluid. Deicing systems in the Wyoming Aviation System are operated by either an airline, FBO or the airport.

Many of these services are available at airports in Wyoming. Services available at each airport are identified in **Table 3-22**.

3.6.2 Fuel

Fuel services available at each airport are an important factor in determining the aircraft that are likely to operate at an individual airport. Both Jet A and 100 Low Lead (100 LL) fuel are available at many airports in the System. For the purposes of this report, Jet A encompasses the various blends available including Jet A1 and Jet A1+. Some airports have fuel available only when the airport is attended and some have fuel available 24-hours.

Fuel systems at airports in Wyoming are owned and operated by the airport, an FBO or a combination. Some airports and/or FBOs charge a fuel flowage fee.

The availability of fuel, fuel types, system ownership and operation as well as fuel flowage fees are shown in **Table 3-23**.

3.6.3 Pilot Services

Many of the airports in the Wyoming Aviation System are attended during daytime hours while some are also attended 24-hours. Other pilot services commonly available at airports in the System include flight training, courtesy cards, car rental facilities, as well as taxi and bus services. One airport in the system offers US Customs. **Table 3-24** outlines pilot services at each airport.

3.7 Airport Administration

Because of the varying size, users, and needs of the individual airports in the Wyoming Aviation System, several different administrative structures are used to effectively run each airport. Some airports have a manager who is employed by the airport sponsor; others have an airport management agreement with an airport FBO facility to be the airport manager while some airports have no individual person acting in a management capacity.

Several airports have designated a Legislative Liaison who monitors legislative proceedings and lobbies on behalf of the airport. The airport manager at some airports is identified as the Legislative Liaison while other airports with Legislative Liaisons designate another individual to fill this role.

Airport web sites help to promote an airport and the services it provides. They also can provide valuable contact information and airport updates for airport users. Many airports in Wyoming have either a dedicated airport web site or have a page on the City, County or sponsor's website dedicated to the airport.

Table 3-25 lists each airport and if there is an airport manager, an FBO Management Agreement, a Legislative Liaison and an airport web site.

Administrative maps and documents and their respective dates are listed in **Table 3-26**. Maps and documents listed include: Airport Master Plan, Airport Layout Plan, Economic Impact Study, Land Use Protection Plan, Noise Contour Map, Pavement Management Plan and Minimum Standards. Only documents on record with WYDOT Aeronautics have been included in this table.

Table 3-7
Wyoming Public Use Airports

Associated City	Official Airport Name	Airport Identifier	County	Economic Region	Sponsor
Casper	Natrona County International Airport	CPR	Natrona	Central	County
Cheyenne	Cheyenne Regional-Jerry Olsen Field	CYS	Laramie	Southeast	City/County
Cody	Yellowstone Regional Airport	COD	Park	Northwest	City
Gillette	Gillette-Campbell County Airport	GCC	Campbell	Northeast	County
Jackson	Jackson Hole Airport	JAC	Teton	Southwest	City/County
Laramie	Laramie Regional Airport	LAR	Albany	Southeast	City/County
Riverton	Riverton Regional Airport	RIW	Fremont	Northwest	City
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	Sweetwater	Southwest	City/County
Sheridan	Sheridan County Airport	SHR	Sheridan	Northeast	County
Worland	Worland Municipal Airport	WRL	Washakie	Northwest	City
Afton	Afton-Lincoln County Municipal Airport	AFO	Lincoln	Southwest	City/County
Douglas	Converse County Airport	DGW	Converse	Central	County
Evanston	Evanston-Uinta County Burns Field	EVW	Uinta	Southwest	City
Greybull	South Big Horn County Airport	GEY	Big Horn	Northwest	City
Pinedale	Ralph Wenz Field	PNA	Sublette	Southwest	City
Saratoga	Shively Field	SAA	Carbon	Central	City
Big Piney	Miley Memorial Field	BPI	Sublette	Southwest	City/County
Buffalo	Johnson County Airport	BYG	Johnson	Northeast	County
Guernsey	Camp Guernsey Army Airfield	7V6	Platte	Southeast	City
Kemmerer	Kemmerer Municipal Airport	EMM	Lincoln	Southwest	City
Lander	Hunt Field	LND	Fremont	Northwest	City
Newcastle	Mondell Field	ECS	Weston	Northeast	City/County
Powell	Powell Municipal Airport	POY	Park	Northwest	City
Rawlins	Rawlins Municipal/Harvey Field	RWL	Carbon	Central	City/County
Torrington	Torrington Municipal Airport	TOR	Goshen	Southeast	City
Wheatland	Phifer Field	EAN	Platte	Southeast	City

Table 3-7 (Continued)
Wyoming Public Use Airports

Associated City	Official Airport Name	Airport Identifier	County	Economic Region	Sponsor
Cokeville	Cokeville Municipal Airport	U06	Lincoln	Southwest	City
Cowley	North Big Horn County Airport	U68	Big Horn	Northwest	County
Dixon	Dixon Airport	9U4	Carbon	Central	County
Dubois	Dubois Municipal Airport	U25	Fremont	Northwest	City
Fort Bridger	Fort Bridger Airport	FBR	Uinta	Southwest	City
Glendo (non-paved)	Thomas Memorial Airport	76V	Platte	Southeast	City
Green River (non-paved)	Greater Green River Intergalactic Spaceport	48U	Sweetwater	Southwest	City
Hulett	Hulett Municipal Airport	W43	Crook	Northeast	City
Lusk	Lusk Municipal Airport	LSK	Niobrara	Southeast	City
Medicine Bow (non-paved)	Medicine Bow Airport	80V	Carbon	Central	City
Pine Bluffs	Pine Bluffs Municipal Airport	82V	Laramie	Southeast	City
Shoshoni (non-paved)	Shoshoni Municipal Airport	49U	Fremont	Northwest	City
Thermopolis	Hot Springs County - Thermopolis Municipal Airport	THP	Hot Springs	Northwest	County
Upton (non-paved)	Upton Municipal Airport	83V	Weston	Northeast	City

Source: 2007 SEH Airport Survey, WYDOT Aeronautics, Wyoming Department of Administration & Information

Table 3-8
Airport Classifications

Associated City	Official Airport Name	Classification	NPIAS	Existing ARC	Future ARC
Casper	Natrona County International Airport	Commercial	X	D-III	D-IV
Cheyenne	Cheyenne Regional-Jerry Olsen Field	Commercial	X	C-III	D-III
Cody	Yellowstone Regional Airport	Commercial	X	D-III	D-III
Gillette	Gillette- Campbell County Airport	Commercial	X	C-III	C-III
Jackson	Jackson Hole Airport	Commercial	X	C-IV	D-IV
Laramie	Laramie Regional Airport	Commercial	X	C-III	C-III
Riverton	Riverton Regional Airport	Commercial	X	C-II	C-III
Rock Springs	Rock Springs - Sweetwater County Airport	Commercial	X	C-III	C-III
Sheridan	Sheridan County Airport	Commercial	X	C-III	C-III
Worland	Worland Municipal Airport	Commercial	X	B-II	C-II
Afton	Afton-Lincoln County Municipal Airport	Business	X	C-II	C-II
Douglas	Converse County Airport	Business	X	B-II	B-II
Evanston	Evanston-Uinta County Burns Field	Business	X	B-II	Unknown
Greybull	South Big Horn County Airport	Business	X	C-III	C-III
Pinedale	Ralph Wenz Field	Business	X	C-II	C-II
Saratoga	Shively Field	Business	X	C-II	C-II
Big Piney	Miley Memorial Field	Intermediate	X	B-II	C-II
Buffalo	Johnson County Airport	Intermediate	X	B-II	C-II
Guernsey	Camp Guernsey Army Airfield	Intermediate	X	B-II	B-II
Kemmerer	Kemmerer Municipal Airport	Intermediate	X	B-II	B-II
Lander	Hunt Field	Intermediate	X	B-II	B-II
Newcastle	Mondell Field	Intermediate	X	B-II	B-II
Powell	Powell Municipal Airport	Intermediate	X	B-II	B-II
Rawlins	Rawlins Municipal/Harvey Field	Intermediate	X	B-II	C-II
Torrington	Torrington Municipal Airport	Intermediate	X	B-II	B-II
Wheatland	Phifer Field	Intermediate	X	B-II	B-II

Table 3-8 (Continued)
Airport Classifications

Associated City	Official Airport Name	Classification	NPIAS	Existing ARC	Future ARC
Cokeville	Cokeville Municipal Airport	Local		B-I	B-II
Cowley	North Big Horn County Airport	Local	X	B-II	B-II
Dixon	Dixon Airport	Local	X	B-II	C-II
Dubois	Dubois Municipal Airport	Local	X	B-II	B-II
Fort Bridger	Fort Bridger Airport	Local	X	B-II	B-II
Glendo (non-paved)	Thomas Memorial Airport	Local		A-II	Unknown
Green River (non-paved)	Greater Green River Intergalactic Spaceport	Local		A-II	Unknown
Hulett	Hulett Municipal Airport	Local	X	B-II	C-II
Lusk	Lusk Municipal Airport	Local	X	B-II	B-II
Medicine Bow (non-paved)	Medicine Bow Airport	Local		A-II	Unknown
Pine Bluffs	Pine Bluffs Municipal Airport	Local	X	B-II	B-II
Shoshoni (non-paved)	Shoshoni Municipal Airport	Local		A-II	Unknown
Thermopolis	Hot Springs County - Thermopolis Municipal Airport	Local		B-II	C-II
Upton (non-paved)	Upton Municipal Airport	Local		A-II	Unknown

Source: 2007 WYDOT Aeronautics Design Standards Documents, Existing Airport ALP or Narrative Report (WYDOT Falcon Database 2007)

Table 3-9
Runway Information

Associated City	Runway[1]																		Runway-Taxiway Separation	Taxiway[1]			PCI
	Orientation	Length	Width	Surface	Pavement Strength		Lighting	Combined Wind Coverage (Knots)[2]			Visual Aids			Approach Lighting Systems			FAA Required RSA	Fee or Easement Ownership of All RPZs		Type	Width	Lighting	
								10.5	13	16	PAPI	VASI	REIL	ODALS	MALSR	MALS							
Casper	03/21	10,162	150	Asphalt	Dual	170,000	HIRL	99.99%	100.00%	100.00%	None	Both Ends	One End	-	One End	-	Yes	Yes	537	Full Parallel	75	MITL	Acceptable
	08/26	8,679	150	Asphalt	Dual	140,000	HIRL				None	Both Ends	One End	-	One End	-	Yes		537	Partial Parallel	75	MITL	
	12/30	6,489	60	Asphalt	Single	12,500	-				-	-	-	-	-	-	Unknown		-	-	-	-	
	17/35	7,211	60	Asphalt	Dual	85,000	-				-	-	-	-	-	-	Unknown		-	-	-	-	
Cheyenne	09/27	9,270	150	Concrete	Dual	140,000	HIRL	91.15%	96.23%	99.06%	Both Ends	-	One End	-	One End	-	Yes	No	530	Full Parallel	60	MITL	Acceptable
	13/31	6,690	150	Asphalt	Dual	120,000	MIRL				-	Both Ends	One End	-	-	-	Yes		359	Full Parallel	60	MITL	
Cody	04/22	8,268	100	Asphalt	Dual	80,000	MIRL	94.83%	98.02%	99.69%	Both Ends	-	Both Ends	-	-	-	Yes	Yes	400	Full Parallel	50	MITL	Acceptable
Gillette	16/34	7,500	150	Concrete	Dual	110,000	HIRL	95.22%	97.95%	99.47%	Both Ends	-	One End	-	One End	-	No	Yes	400	Full Parallel	50	MITL	Acceptable
	03/21	5,803	75	Concrete	Single	40,000	MIRL				Both Ends	-	Both Ends	-	-	-	Yes		300	Partial Parallel	35	MITL	
Jackson	01/19	6,300	150	Asphalt	Dual	200,000	HIRL	Unknown	98.40%	Unknown	Both Ends	-	-	-	-	Both Ends	Yes	No	398	Full Parallel	75	MITL	Acceptable
Laramie	03/21	8,500	150	Asphalt	Dual	105,000	MIRL	95.78%	98.13%	99.33%	One End	One End	Both Ends	-	-	-	Yes	Yes	400	Partial Parallel	50	MITL	Acceptable
	12/30	6,300	100	Asphalt	Dual	105,000	MIRL				One End	One End	One End	One End	-	-	Yes		400	Partial Parallel	60	MITL	
Riverton	10/28	8,203	150	Asphalt	Dual	110,000	HIRL	98.14%	99.37%	99.84%	One End	One End	One End	-	One End	-	No	No	400	Full Parallel	50	MITL	Acceptable
	01/19	4,800	75	Asphalt	Dual	50,000	MIRL				Both Ends	-	Both Ends	-	-	-	Yes		300	Full Parallel	35	MITL	
Rock Springs	09/27	10,000	150	Asphalt	Dual	110,000	HIRL	97.84%	99.32%	99.82%	-	Both Ends	-	One End	One End	-	Yes	Yes	400	Full Parallel	50	MITL	Acceptable
	03/21	5,223	75	Asphalt	Dual	25,000	MIRL				One End	-	Both Ends	-	-	-	Yes		-	Connector Only	-	-	
Sheridan	14/32	8,300	100	Asphalt	Dual	75,000	HIRL	98.21%	99.21%	99.67%	Both Ends	-	One End	-	One End	-	Yes	No	500	Full Parallel	60	MITL	Acceptable
	05/23	5,039	75	Asphalt	Dual	50,000	MIRL				One End	-	Both Ends	-	-	-	Yes		323	Full Parallel	35	MITL	
Worland	16/34	7,005	100	Asphalt	Dual	55,000	MIRL	99.84%	99.96%	99.99%	Both Ends	-	Both Ends	-		-	Yes	No	257	Full Parallel	35	MITL	Acceptable
	10/28	2,501	60	Turf	Turf		-				-	-	-		-	-	Unknown		-	-	-	-	
	04/22	2,241	60	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	

Table 3-9 (Continued)
Runway Information

Associated City	Runway[1]																			Taxiway[1]			PCI
	Orientation	Length	Width	Surface	Pavement Strength		Lighting	Combined Wind Coverage (Knots)[2]			Visual Aids			Approach Lighting Systems			FAA Required RSA	Fee or Easement Ownership of All RPZs	Runway-Taxiway Separation	Type	Width	Lighting	
								10.5	13	16	PAPI	VASI	REIL	ODALS	MALSR	MALS							
Afton	16/34	7,023	75	Asphalt	Single	24,000	MIRL	99.39%	99.59%	99.71%	Both Ends	-	Both Ends	-	-	-	No	Yes	300	Partial Parallel	35	MITL	Acceptable
Douglas	11/29	6,532	100	Asphalt	Dual	40,000	MIRL	93.71%	96.85%	98.71%	Both Ends	-	One End	-	-	-	Yes	No	400	Full Parallel	35	MITL	Acceptable
	05/23	4,760	75	Asphalt	Single	12,500	MIRL				One End	-	-	-	-	-	Yes		-	Connector Only	-	-	
Evanston	05/23	7,300	100	Asphalt	Single	30,000	HIRL	94.63%	97.35%	99.14%	Both Ends	-	One End	-	One End	-	Yes	Yes	400	Full Parallel	36	MITL	Acceptable
Greybull	15/33	6,302	100	Asphalt	Dual	150,000	MIRL	97.68%	99.01%	99.68%	-	Both Ends	Both Ends	-	-	-	No	No	350	Partial Parallel	50	MITL	Not Acceptable
	07/25	3,951	75	Asphalt	Single	12,500	-				-	-	-	-	-	-	Yes		-	Connector Only	-	-	
Pinedale	11/29	8,900	100	Asphalt	Single	45,000	MIRL	Unknown	Unknown	Unknown	Both Ends	-	One End	-	-	-	No	No	4300	Full Parallel	35	MITL	Acceptable
Saratoga	05/23	8,800	100	Asphalt	Single	50,000	MIRL	Unknown	Unknown	Unknown	One End	-	One End	-	-	-	No	No	400	Full Parallel	35	MITL	Acceptable
Big Piney	13/31	6,803	75	Asphalt	Dual	33,600	MIRL	98.84%	99.54%	99.81%	Both Ends	-	Both Ends	-	-	-	Yes	No	299	Partial Parallel	35	MITL	Acceptable
	08/26	3,300	140	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
Buffalo	13/31	6,143	75	Asphalt	Single	12,500	MIRL	94.60%	97.40%	Unknown	None	Both Ends	One End	-	-	-	Yes	No	252	Partial Parallel	35	MITL	Acceptable
Guernsey	14/32	5,491	75	Asphalt	Dual	175,000	MIRL	Unknown	Unknown	Unknown	Both Ends	-	-	-	-	-	No	Unknown	519	Partial Parallel	30	MITL	Acceptable
Kemmerer	16/34	8,208	75	Asphalt	Single	18,000	MIRL	98.30%	99.58%	Unknown	Both Ends	-	Both Ends	-	-	-	Yes	No	-	Connector Only	21	MITL	Acceptable
	04/22	2,668	60	Concrete	Single	9,000	MIRL				-	One End	-	-	-	-	No		-	Connector Only	-	-	
	10/28	3,250	60	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
Lander	03/21	5,000	100	Asphalt	Single	30,000	MIRL	96.40%	96.40%	Unknown	Both Ends	-	-	-	-	-	No	No	164	Full Parallel	40	Reflectors	Acceptable
Newcastle	13/31	4,800	75	Concrete	Single	30,000	MIRL	98.62%	99.12%	Unknown	Both Ends	-	Both Ends	-	-	-	No	No	-	Connector Only	60	MITL	Acceptable
	17/35	2,666	40	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
	05/23	2,220	50	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
Powell	13/31	6,205	100	Asphalt	Single	15,000	MIRL	Unknown	99.78%	Unknown	Both Ends	-	One End	-	-	-	Yes	No	300	Partial Parallel	35	Reflectors	Acceptable
	16/34	2,400	100	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
	03/21	2,176	100	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
Rawlins	4/22	7,008	100	Asphalt	Dual	60,000	MIRL	95.96%	98.44%	99.48%	-	Both Ends	One End	-	-	-	Yes	No	300	Full Parallel	35	MITL	Acceptable
	10/28	4,118	60	Asphalt	Single	12,000	MIRL				-	-	One End	-	-	-	No		-	Connector Only	-	-	

Table 3-9 (Continued)
Runway Information

Associated City	Runway[1]																		Runway-Taxiway Separation	Taxiway[1]			PCI
	Orientation	Length	Width	Surface	Pavement Strength		Lighting	Combined Wind Coverage (Knots)[2]			Visual Aids			Approach Lighting Systems			FAA Required RSA	Fee or Easement Ownership of All RPZs		Type	Width	Lighting	
								10.5	13	16	PAPI	VASI	REIL	ODALS	MALSR	MALS							
Torrington	10/28	5,703	75	Asphalt	Dual	45,000	MIRL	Unknown	Unknown	Unknown	Both Ends	-	One End	-	-	-	No	No	200	Full Parallel	30	MITL/ Reflectors	Acceptable
	02/20	3,001	60	Asphalt	Unknown		-				-	-	-	-	-	-	No		-	-	-	-	
Wheatland	08/26	5,900	75	Asphalt	Single	15,000	MIRL	89.98%	93.83%	96.96%	Both Ends	-	-	-	-	-	Yes	No	-	Connector Only	35	MITL	Not Acceptable
Cokeville	15/33	3,400	60	Asphalt	Single	10,000	-	Unknown	Unknown	Unknown	-	-	-	-	-	-	No	No	-	Connector Only	20	-	Not Acceptable
Cowley	09/27	5,199	75	Asphalt	Single	12,500	MIRL	95.48%	97.37%	Unknown	-	Both Ends	One End	-	-	-	Yes	Yes	-	Connector Only	35	Reflectors	Not Acceptable
	16/34	1,866	65	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
Dixon	06/24	7,000	75	Asphalt	Single	24,000	MIRL	96.19%	97.62%	98.75%	One End	-	One End	-	-	-	Yes	No	-	Connector Only	35	MITL	Acceptable
Dubois	10/28	6,100	60	Asphalt	Single	24,000	MIRL	Unknown	Unknown	Unknown	One End	-	-	-	-	-	Yes	Yes	-	Connector Only	35	MITL	Acceptable
Fort Bridger	04/22	6,402	75	Asphalt	Single	12,500	MIRL	Unknown	93.97%	Unknown	-	One End	One End	-	-	-	Yes	No	-	Connector Only	35	MITL	Acceptable
	16/34	4,656	50	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
	06/24	4,042	50	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	Partial Parallel	-	-	
Glendo (non-paved)	16/34	4,397	70	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
Green River (non-paved)	04/22	5,800	130	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
Hulett	13/31	5,500	75	Asphalt	Single	12,500	MIRL	86.30%	93.30%	Unknown	Both Ends	-	Both Ends	-	-	-	No	No	300	Full Parallel	35	Reflectors	Acceptable
Lusk	10/28	5,058	75	Asphalt	Single	12,500	MIRL	91.29%	94.82%	Unknown	One End	-	One End	-	-	-	No	Yes	-	Connector Only	35	MITL	Acceptable
Medicine Bow (non-paved)	10/28	3,170	80	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
	06/24	2,680	50	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
Pine Bluffs	08/26	5,336	75	Asphalt	Single	12,500	MIRL	92.18%	96.35%	Unknown	Both Ends	-	Both Ends	-	-	-	Yes	Yes	300	Partial Parallel	35	MITL	Acceptable
Shoshoni (non-paved)	08/26	4,650	90	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
	11/29	2,950	75	Turf	Turf		-				-	-	-	-	-	-	Unknown		-	-	-	-	
Thermopolis	01/19	4,800	100	Asphalt	Single	13,000	MIRL	96.23%	97.78%	Unknown	-	One End	-	-	-	-	Unknown	No	-	Connector Only	460[3]	MITL	Not Acceptable
Upton (non-paved)	13/31	3,710	80	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved

Notes:
[1] Dimensions given in feet
[2] Wind coverage only collected for the primary runway
[3] Thermopolis – the apron is connected to the runway for a width of 460 feet

Source: 2007 WYDOT Aeronautics Design Standards Documents, FAA Airport Facilities Directory (Dec. 20, 2007), 2007 SEH Airport Survey, Existing Airport ALP or Narrative Report (WYDOT Falcon Database, 2007)

Table 3-10
Approach Types

Associated City	Approach Type	Published Approaches				
		ILS	RNAV/GPS	RNP	NDB	VOR/TVOR
Casper	Precision	X	X	-	-	X
Cheyenne	Precision	X	X	-	X	X
Cody	Non-Precision	-	X	-	-	X
Gillette	Precision	X	X	-	X	X
Jackson	Precision	X	X	X	-	X
Laramie	Non-Precision	-	X	-	-	X
Riverton	Precision	-	X	-	-	X
Rock Springs	Precision	X	X	-	-	X
Sheridan	Precision	X	X	-	-	X
Worland	Non-Precision	-	X	-	-	X
Afton	Non-Precision	-	X	-	-	-
Douglas	Non-Precision	-	X	-	-	X
Evanston	Precision	X	X	-	-	X
Greybull	Non-Precision	-	X	-	X	-
Pinedale	Non-Precision	-	X	-	X	-
Saratoga	Non-Precision	-	X	-	X	-
Big Piney	Non-Precision	-	X	-	-	X
Buffalo	Non-Precision	-	X	-	-	X
Guernsey	Non-Precision	-	X	-	X	-
Kemmerer	Non-Precision	-	X	-	-	-
Lander	Visual	-	-	-	-	-
Newcastle	Non-Precision	-	X	-	-	X
Powell	Non-Precision	-	X	-	X	
Rawlins	Non-Precision	-	X	-	X	X
Torrington	Non-Precision	-	X	-	X	-
Wheatland	Non-Precision	-	X	-	-	-

Table 3-10 (Continued)
Approach Types

Associated City	Approach Type	Published Approaches				
		ILS	RNAV/GPS	RNP	NDB	VOR/TVOR
Cokeville	Visual	-	-	-	-	-
Cowley	Non-Precision	-	X	-	X	-
Dixon	Visual	-	-	-	-	-
Dubois	Visual	-	-	-	-	-
Fort Bridger	Non-Precision	-	X	-	-	X
Glendo (non-paved)	Visual	-	-	-	-	-
Green River (non-paved)	Visual	-	-	-	-	-
Hulett	Non-Precision	-	X	-	-	-
Lusk	Visual	-	-	-	-	-
Medicine Bow (non-paved)	Visual	-	-	-	-	-
Pine Bluffs	Visual	-	-	-	-	-
Shoshoni	Visual	-	-	-	-	-
Thermopolis	Visual	-	-	-	-	-
Upton (non-paved)	Visual	-	-	-	-	-

Source: 2007 SEH Airport Survey, Airport Facility Directory (Dec. 20, 2007), United States Government Flight Information Publication - U.S. Terminal Procedures (Aug. 30, 2007)

Table 3-11
Airport Visual Aids, Communications and Weather Reporting

Associated City	Airport Beacon	Wind Indicator		Segmented Circle	Air Traffic Control Tower	Weather Reporting		
		Existing	Lighted			Existing Type	Connected to National Weather Service	Connected to NADIN
Casper	X	X	X	X	X	ASOS	X	X
Cheyenne	X	X	X	X	X	ASOS	X	X
Cody	X	X	X	X	-	AWOS	X	X
Gillette	X	X	X	X	X	ASOS	X	X
Jackson	X	X	X	X	X	AWOS	X	X
Laramie	X	X	X	X	-	ASOS	X	X
Riverton	X	X	X	X	-	ASOS	X	X
Rock Springs	X	X	X	X	-	ASOS	X	X
Sheridan	X	X	X	X	-	ASOS	X	X
Worland	X	X	X	X	-	ASOS	X	X
Afton	X	X	X	X	-	AWOS	-	-
Douglas	X	X	X	X	-	ASOS	X	X
Evanston	X	X	X	X	-	ASOS	X	X
Greybull	X	X	X	X	-	ASOS	X	X
Pinedale	X	X	X	X	-	AWOS	X	X
Saratoga	X	X	X	X	-	AWOS	-	-
Big Piney	X	X	X	X	-	ASOS	X	X
Buffalo	X	X	X	X	-	ASOS	X	X
Guernsey	X	X	X	X	X	AWOS	-	-
Kemmerer	X	X	X	X	-	AWOS	-	-
Lander	X	X	X	X	-	ASOS	X	X
Newcastle	X	X	X	X	-	AWOS	X	X
Powell	X	X	X	X	-	AWOS	-	-
Rawlins	X	X	X	X	-	ASOS	X	X
Torrington	X	X	X	X	-	ASOS	X	X
Wheatland	X	X	X	-	-	-	-	-

Table 3-11 (Continued)
Airport Visual Aids, Communications and Weather Reporting

Associated City	Airport Beacon	Wind Indicator		Segmented Circle	Air Traffic Control Tower	Weather Reporting		
		Existing	Lighted			Existing Type	Connected to National Weather Service	Connected to NADIN
Cokeville	X	X	X	X	-	-	-	-
Cowley	X	X	X	X	-	AWOS	-	-
Dixon	X	X	X	X	-	AWOS	-	-
Dubois	X	X	X	X	-	AWOS	-	-
Fort Bridger	X	X	X	-	-	AWOS	-	-
Glendo (non-paved)	-	X	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-
Hulett	X	X	X	X	-	AWOS	X	X
Lusk	X	X	X	-	-	AWOS	-	-
Medicine Bow	X	-	-	X	-	-	-	-
Pine Bluffs	X	X	X	X	-	AWOS	-	-
Shoshoni (non-paved)	-	-	-	X	-	-	-	-
Thermopolis	X	X	X	X	-	-	-	-
Upton (non-paved)	X	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey, 2007 WYDOT Aeronautics Design Standards Documents, 2007 FAA 5010 Forms

Table 3-12
Ramp/Apron, Aircraft Parking and Airport Security

Associated City	Ramp/Apron		Designated Helicopter Pad	Aircraft Parking		Fencing	
	Square Footage	Lighted		Total Number of Tiedowns	Protective Lighting	Full Perimeter	Type
Casper	1,202,500	X	-	25	X	X	Wildlife Fence
Cheyenne	415,000	-	-	82	-	X	Security Fence
Cody	532,000	X	-	32	X	X	Wildlife Fence
Gillette	240,000	X	X	5	X	X	Wildlife Fence
Jackson	585,200	X	-	87	X	X	Wildlife Fence
Laramie	250,000	X	-	41	X	X	Wildlife Fence
Riverton	200,000	X	X	40	X	X	Wildlife Fence
Rock Springs	162,360	X	-	44	X	X	Wildlife Fence
Sheridan	5,000	X	-	12	X	X	Wildlife Fence
Worland	240,000	X	-	18	X	X	Security Fence
Afton	150,000	X	-	17	-	X	Field Fence
Douglas	180,000	X	X	12	X	X	Wildlife Fence
Evanston	217,000	X	X	32	X	X	Wildlife Fence
Greybull	456,300	X	-	28	X	X	Wildlife Fence
Pinedale	331,163	-	-	12	-	X	Wildlife Fence
Saratoga	210,000	-	-	41	-	X	Wildlife Fence
Big Piney	123,315	X	-	12	X	X	Wildlife Fence
Buffalo	98,700	X	-	25	X	X	Wildlife Fence
Guernsey	105,000	X	-	14	X	-	Partial Security Fence
Kemmerer	51,290	X	-	11	X	X	Wildlife Fence
Lander	198,000	X	X	36	X	X	Wildlife Fence
Newcastle	154,500	-	-	7	-	X	Wildlife Fence
Powell	220,000	-	-	29	-	X	Wildlife Fence
Rawlins	1,200	X	X	12	X	X	Wildlife Fence
Torrington	110,000	X	-	10	X	X	Wildlife Fence
Wheatland	60,700	-	-	14	X	X	Field Fence

Table 3-12 (Continued)
Ramp/Apron, Aircraft Parking and Airport Security

Associated City	Ramp/Apron		Designated Helicopter Pad	Aircraft Parking		Fencing	
	Square Footage	Lighted		Total Number of Tiedowns	Protective Lighting	Full Perimeter	Type
Cokeville	35,750	X	-	6	X	X	Field Fence
Cowley	67,500	X	-	10	X	X	Field Fence
Dixon	51,000	-	-	0	-	X	Wildlife Fence
Dubois	30,000	-	-	8	-	X	Wildlife Fence
Fort Bridger	112,500	-	-	19	-	X	Wildlife Fence
Glendo (non-paved)	-	-	-	0	-	-	-
Green River (non-paved)	-	-	-	0	-	-	Partial Field Fence
Hulett	60,000	-	-	12	X	X	Wildlife Fence
Lusk	47,500	-	-	11	X	X	Wildlife Fence
Medicine Bow	-	-	-	2	-	-	-
Pine Bluffs	46,250	-	-	10	-	X	Field Fence
Shoshoni (non-paved)	-	-	-	0	-	X	Field Fence
Thermopolis	207,000	X	-	12	X	X	Security Fence
Upton (non-paved)	-	-	-	0	-	X	Field Fence

Source: 2007 SEH Airport Survey, 2007 WYDOT Aeronautics Design Standards Documents

Table 3-13
Hangars

Associated City	Aircraft Hangars						
	Number	Exterior Lighting	Land Lease Rate	Basis of Land Lease Rate	Percentage of Based Aircraft in Hangars	Waiting List	Total Aircraft on List
Casper	93	X	$0.10	Unknown	100	X	2
Cheyenne	45	-	Unknown	Unknown	50	X	21
Cody	32	X	$0.15	Lot Size	75	-	-
Gillette	8	X	$0.10	Building Footprint	100	X	3
Jackson	23	X	Unknown	Unknown	100	X	19
Laramie	17	X	$0.25	Lot Size	100	X	3
Riverton	13	X	$0.11	Building Footprint	75	-	-
Rock Springs	53	X	Unknown	Unknown	75	X	3
Sheridan	47	X	$0.18	Unknown	75	-	-
Worland	15	X	$0.15	Unknown	100	-	-
Afton	33	X	$0.10	Lot Size	100	X	3
Douglas	32	X	$0.10	Building Footprint	100	X	5
Evanston	4	X	Unknown	Unknown	100	X	5
Greybull	7	X	$0.10	Lot Size	75	-	-
Pinedale	21	X	$0.15	Lot Size	75	X	4
Saratoga	16	-	$0.08	Building Footprint	100	-	-
Big Piney	8	X	$0.05	Building Footprint	100	-	-
Buffalo	5	X	$0.26	Building Footprint	100	X	5
Guernsey	12	X	Unknown	Lot Size	100	-	-
Kemmerer	7	-	Unknown	Unknown	100	-	-
Lander	40	X	$0.10	Unknown	100	X	2
Newcastle	5	X	$0.05	Building Footprint	100	-	-
Powell	13	-	$0.15	Lot Size	100	X	6
Rawlins	14	X	$0.25	Building Footprint	100	-	-
Torrington	23	X	$0.10	Building Footprint	100	X	4
Wheatland	20	X	Unknown	Unknown	100	-	-

Table 3-13 (Continued)
Hangars

Associated City	Aircraft Hangars						
	Number	Exterior Lighting	Land Lease Rate	Basis of Land Lease Rate	Percentage of Based Aircraft in Hangars	Waiting List	Total Aircraft on List
Cokeville	2	X	Unknown	Unknown	100	-	-
Cowley	5	X	$0.10	Lot Size	75	-	-
Dixon	6	-	$0.10	Lot Size	75	X	1
Dubois	9	-	$0.04	Lot Size	100	X	5
Fort Bridger	3	X	$100.00	Unknown	75	X	5
Glendo (non-paved)	4	-	Unknown	Unknown	100	-	-
Green River (non-paved)	0	-	Unknown	Unknown	100	-	-
Hulett	3	X	$0.15	Building Footprint	100	-	-
Lusk	2	-	Unknown	Unknown	Unknown	X	2
Medicine Bow	1	-	Unknown	Unknown	100	-	-
Pine Bluffs	2	-	$0.76	Building Footprint	75	X	5
Shoshoni (non-paved)	4	-	$0.06	Lot Size	100	-	-
Thermopolis	11	X	Unknown	Unknown	100	-	-
Upton (non-paved)	4	-	Unknown	Unknown	100	-	-

Source: 2007 SEH Airport Survey, 2006 WYDOT Aeronautics Rates and Charges Guide

Table 3-14
Airport Auto Access and Parking

Associated City	Auto Access Road		Auto Parking				
			Existing	Fee		Parking Spaces	
	Paved	Lighted		Hour	Day	Paved	Unpaved
Casper	X	X	X	-	$3.50	502	-
Cheyenne	X	X	X	-	-	180	Unknown
Cody	X	X	X	-	-	170	72
Gillette	X	X	X	-	-	300	Unknown
Jackson	X	-	X	-	$8.00	550	10
Laramie	X	X	X	-	-	30	20
Riverton	X	X	X	-	-	154	150
Rock Springs	X	X	X	-	-	420	250
Sheridan	X	X	X	-	-	75	Unknown
Worland	X	-	X	-	-	35	-
Afton	X	-	X	-	-	15	15
Douglas	X	-	X	-	-	29	Unknown
Evanston	X	-	X	-	-	30	Unknown
Greybull	-	-	-	-	-	-	25
Pinedale	X	-	X	-	-	Unknown	Unknown
Saratoga	X	-	X	-	-	25	10
Big Piney	X	-	X	-	-	23	-
Buffalo	X	-	X	-	-	30	50
Guernsey	X	X	X	-	-	10	-
Kemmerer	X	-	X	-	-	8	Unknown
Lander	X	-	X	-	-	19	3
Newcastle	X	-	X	-	-	20	Unknown
Powell	X	-	X	-	-	8	200
Rawlins	X	-	X	-	-	5	15
Torrington	X	-	X	-	-	12	10
Wheatland	X	X	X	-	-	10	10

Table 3-14 (Continued)
Airport Auto Access and Parking

Associated City	Auto Access Road		Auto Parking				
			Existing	Fee		Parking Spaces	
	Paved	Lighted		Hour	Day	Paved	Unpaved
Cokeville	-	-	-	-	-	-	Unknown
Cowley	-	-	-	-	-	-	10
Dixon	-	-	-	-	-	-	20
Dubois	-	-	-	-	-	-	10
Fort Bridger	X	-	X	-	-	20	Unknown
Glendo (non-paved)	-	-	-	-	-	-	2
Green River (non-paved)	-	-	-	-	-	-	Unknown
Hulett	X	-	X	-	-	40	40
Lusk	-	X	-	-	-	-	10
Medicine Bow	-	-	-	-	-	-	2
Pine Bluffs	-	-	-	-	-	-	4
Shoshoni (non-paved)	-	-	-	-	-	-	4
Thermopolis	X	X	X	-	-	10	Unknown
Upton (non-paved)	-	-	-	-	-	-	Unknown

Source: 2007 SEH Airport Survey

Table 3-15
Commercial Terminal Facilities and Services

Associated City	Commercial Terminal Building																
	Existing	Square Footage	Year Built	Covered Gates	Uncovered Gates	Airline Counters	Covered Baggage Claims	Secure Passenger Area			Restaurant	Vending Machines		Restrooms		Public Telephone	
								Square Footage	Total Seats	Restrooms		Existing	24-Hours	Existing	24-Hours	Existing	24-Hours
Casper	X	61,776	1953	1	2	4	1	3,900	91	X	X	X	-	X	-	X	-
Cheyenne	X	18,000	1960	0	1	1	1	600	34	-	X	X	-	X	-	X	-
Cody	X	15,300	1973	0	2	2	1	2,688	70	-	X	X	-	X	-	X	-
Gillette	X	50,000	1997	0	1	1	1	600	38	-	X	X	X	X	-	X	X
Jackson	X	45,000	Unknown	0	5	20	1	7,500	225	X	X	X	X	X	X	X	X
Laramie	X	6,000	1969	0	1	2	1	500	19	-	-	X	-	X	-	X	-
Riverton	X	11,025	1998	0	1	2	1	957	24	X	X	X	-	X	-	X	-
Rock Springs	X	15,834	1979	0	1	3	1	1,200	32	-	X	X	-	X	-	X	-
Sheridan	X	6,800	1942	0	2	2	1	525	32	-	-	X	X	X	-	X	X
Worland	X	5,000	1953	0	0	2	1	150	17	-	-	X	-	X	-	-	-

Source: 2007 SEH Airport Survey

Table 3-16
GA Terminal Facilities and Services

Associated City	GA Terminal Building									
	Existing	Square Footage	Pilot Lounge	Flight Planning Room	Weather Reporting Display	Vending Machines	Restrooms		Public Telephone	
							Existing	24-Hour	Existing	24-Hour
Casper	X	989	X	X	X	X	X	-	X	-
Cheyenne	X	4,000	X	X	X	X	X	X	X	X
Cody	X	30,000	X	X	-	-	X	X	-	-
Gillette	X	2,000	X	X	X	X	X	-	X	X
Jackson	X	3,000	X	X	X	X	X	-	-	-
Laramie	X	1,000	X	X	X	X	X	-	X	-
Riverton	X	1,300	X	X	X	X	X	-	X	-
Rock Springs	X	3,000	X	X	X	X	X	-	X	X
Sheridan	X	2,000	X	X	X	X	X	-	X	X
Worland	X	2,240	X	X	X	X	X	-	X	-
Afton	X	6,480	X	X	X	X	X	X	X	X
Douglas	X	2,700	X	X	X	X	X	X	X	X
Evanston	X	400	X	X	X	X	X	-	X	-
Greybull	X	3,300	X	X	-	X	X	-	X	X
Pinedale	X	2,500	X	X	X	X	X	X	X	X
Saratoga	X	680	X	X	X	X	X	-	X	X
Big Piney	X	3,640	X	X	X	-	X	X	X	X
Buffalo	X	150	X	X	X	X	X	-	X	-
Guernsey	X	1,200	X	X	X	X	X	X	X	X
Kemmerer	X	1,800	X	X	X	X	X	-	X	X
Lander	X	780	X	X	X	X	X	-	X	-
Newcastle	X	750	X	X	X	X	X	X	X	X
Powell	X	1,500	X	X	X	X	X	-	X	X
Rawlins	X	1,200	X	X	-	X	X	-	-	-
Torrington	X	900	X	X	X	X	X	X	X	X
Wheatland	X	600	X	X	-	-	X	-	X	X
Cokeville	-	-	-	-	-	-	-	-	-	-
Cowley	X	400	X	X	X	X	X	-	X	X
Dixon	-	-	-	-	-	-	-	-	-	-
Dubois	X	450	X	X	X	X	X	X	X	X
Fort Bridger	X	525	X	X	-	X	X	X	X	X
Glendo (non-paved)	-	-	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-	-	-
Hulett	X	600	X	X	X	-	X	X	X	X
Lusk	X	1,200	X	X	-	-	X	-	X	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-	-	-
Pine Bluffs	-	-	X	X	X	-	-	-	X	X
Shoshoni (non-paved)	-	-	-	-	-	-	-	-	-	-
Thermopolis	X	700	X	X	X	X	X	-	X	-
Upton (non-paved)	-	-	-	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey

Table 3-17
FAA Registered Pilots and Aircraft per County

County	FAA Registered Pilots	Piston Aircraft	Turbine/ Jet Aircraft	Other	Total FAA Registered Aircraft
Albany	108	58	8	4	70
Big Horn	65	52	2	7	61
Campbell	119	108	3	4	115
Carbon	41	45	1	3	49
Converse	54	57	2	5	64
Crook	29	24	0	1	25
Fremont	177	117	6	4	127
Goshen	36	24	0	1	25
Hot Springs	19	12	0	0	12
Johnson	43	32	1	2	35
Laramie	298	135	37	49	221
Lincoln	105	132	3	3	138
Natrona	258	112	11	9	132
Niobrara	11	12	0	1	13
Park	152	85	3	11	99
Platte	28	21	0	1	22
Sheridan	204	100	15	8	123
Sublette	46	31	1	1	33
Sweetwater	67	64	0	7	71
Teton	247	117	31	22	170
Uinta	53	48	2	0	50
Washakie	42	24	2	9	35
Weston	18	28	1	3	32
TOTAL	**2,220**	**1,438**	**129**	**155**	**1,722**

Note: Other aircraft include gliders, sailplanes and balloons

Source: FAA Aircraft & Pilot Registry, http://registry.faa.gov/activeairmen (Retrieved August, 2007)

Table 3-18
Airport Operations

Associated City	Air Carrier	Air Taxi/Air Charter	GA Itinerant	GA Local	Military	Total
Casper	1,723	29,063	17,865	11,063	770	**61,297**
Cheyenne	182	6,648	12,624	14,606	24,893	**58,953**
Cody	4,000	3,275	16,000	15,000	10	**38,285**
Gillette	40	4,995	9,758	4,274	38	**19,105**
Jackson	5,223	8880	14,633	1,563	306	**30,605**
Laramie	3,250	445	2,825	3,225	345	**10,090**
Riverton	1,453	2,460	2,258	2,223	29	**8,423**
Rock Springs	1,664	3,296	9,849	2,160	48	**17,017**
Sheridan	3,400	3,130	12,640	17,910	150	**37,230**
Worland	624	750	1,400	1,400	6	**4,180**
Afton	0	200	1,500	10,500	0	**12,200**
Douglas	0	347	1,559	3,638	41	**5,585**
Evanston	0	150	1,200	4,700	30	**6,080**
Greybull	0	0	1,300	2,875	0	**4,175**
Pinedale	0	3,500	2,000	4,000	16	**9,516**
Saratoga	0	835	4,450	3,650	30	**8,965**
Big Piney	0	700	2,100	700	0	**3,500**
Buffalo	0	110	4,200	3,000	10	**7,320**
Guernsey	0	0	1,600	300	2,000	**3,900**
Kemmerer	0	0	1,500	1,800	100	**3,400**
Lander	0	150	5,000	6,000	30	**11,180**
Newcastle	0	75	2,955	0	1,970	**5,000**
Powell	0	250	850	2,000	30	**3,130**
Rawlins	0	4,200	4,500	3,000	300	**12,000**
Torrington	0	202	3,200	1,019	10	**4,431**
Wheatland	0	0	820	3,000	0	**3,820**

Table 3-18 (Continued)
Airport Operations

Associated City	Air Carrier	Air Taxi/Air Charter	GA Itinerant	GA Local	Military	Total
Cokeville	0	50	400	800	0	**1,250**
Cowley	0	0	1,300	2,875	0	**4,175**
Dixon	0	100	1,800	700	0	**2,600**
Dubois	0	600	600	3,800	0	**5,000**
Fort Bridger	0	0	2,000	1,500	0	**3,500**
Glendo (non-paved)	0	0	300	150	0	**450**
Green River (non-paved)	0	0	34	0	0	**34**
Hulett	0	0	700	700	0	**1,400**
Lusk	0	500	4,500	2,000	30	**7,030**
Medicine Bow	0	0	20	20	0	**40**
Pine Bluffs	0	50	2,200	4,750	1,000	**8,000**
Shoshoni (non-paved)	0	0	15	60	0	**75**
Thermopolis	0	0	810	1,770	0	**2,580**
Upton (non-paved)	0	0	60	0	0	**60**

Source: 2007 SEH Airport Survey, FAA 5010 Forms, FAA Operations and Performance Data http://aspm.faa.gov

Table 3-19
Based Aircraft

Associated City	Single Engine	Multi-Engine	Turbo	Jet	Total	Helicopter	Military	Other
Casper	46	17	14	8	**85**	5	0	0
Cheyenne	35	38	0	4	**77**	0	22	0
Cody	51	0	4	2	**57**	2	0	2
Gillette	45	7	0	1	**53**	0	0	1
Jackson	24	11	5	7	**47**	1	0	0
Laramie	28	2	8	1	**39**	0	0	1
Riverton	30	2	1	1	**34**	0	0	0
Rock Springs	43	5	1	0	**49**	0	0	2
Sheridan	61	6	18	3	**88**	4	0	2
Worland	12	0	0	1	**13**	6	0	0
Afton	36	3	1	0	**40**	3	0	2
Douglas	32	3	1	1	**37**	0	0	2
Evanston	17	1	0	0	**18**	0	0	0
Greybull	27	0	0	0	**27**	0	0	0
Pinedale	15	1	1	0	**17**	1	0	0
Saratoga	24	2	1	0	**27**	0	0	2
Big Piney	7	0	0	0	**7**	0	0	0
Buffalo	17	2	0	1	**20**	0	0	0
Guernsey	0	0	6	0	**6**	0	1	0
Kemmerer	7	0	0	0	**7**	0	0	0
Lander	50	5	0	0	**55**	0	0	0
Newcastle	10	0	1	0	**11**	0	0	1
Powell	16	0	1	0	**17**	0	0	16
Rawlins	18	0	4	0	**22**	0	0	0
Torrington	26	1	0	0	**27**	0	0	0
Wheatland	14	0	0	0	**14**	0	0	0

Table 3-19 (Continued)
Based Aircraft

Associated City	Single Engine	Multi-Engine	Turbo	Jet	Total	Helicopter	Military	Other
Cokeville	2	0	0	0	**2**	0	0	0
Cowley	10	0	0	0	**10**	0	0	0
Dixon	7	0	1	1	**9**	0	0	0
Dubois	11	0	0	0	**11**	0	0	1
Fort Bridger	9	1	0	0	**10**	0	0	0
Glendo (non-paved)	0	0	0	0	**0**	0	0	0
Green River (non-paved)	0	0	0	0	**0**	0	0	0
Hulett	5	0	0	0	**5**	0	0	1
Lusk	2	0	0	0	**2**	0	0	0
Medicine Bow	0	0	0	0	**0**	0	0	0
Pine Bluffs	8	1	0	0	**9**	0	0	0
Shoshoni (non-paved)	3	0	0	0	**3**	0	0	1
Thermopolis	8	0	0	0	**8**	0	0	0
Upton (non-paved)	1	0	0	0	**1**	0	0	0

Source: 2007 SEH Airport Survey

Table 3-20
Air Cargo

Associated City	Air Cargo Operations			Dedicated Air Cargo Facilities	
	Existing	Regularly Scheduled	Annual Tonnage	Existing	Square Footage
Casper	X	X	13,500	X	240,000
Cheyenne	X	-	2	-	-
Cody	X	X	287	X	12,000
Gillette	X	X	181	-	-
Jackson	X	X	1,790	-	-
Laramie	X	X	Unknown	-	-
Riverton	X	X	147	-	-
Rock Springs	X	X	769	-	-
Sheridan	X	X	54	X	4,800
Worland	-	-	-	-	-
Afton	-	-	-	-	-
Douglas	-	-	-	-	-
Evanston	-	-	-	-	-
Greybull	-	-	-	-	-
Pinedale	-	-	-	-	-
Saratoga	-	-	-	-	-
Big Piney	-	-	-	-	-
Buffalo	X	-	-	-	-
Guernsey	-	-	-	-	-
Kemmerer	-	-	-	-	-
Lander	-	-	-	-	-
Newcastle	-	-	-	-	-
Powell	-	-	-	-	-
Rawlins	X	X	55	-	-
Torrington	-	-	-	-	-
Wheatland	-	-	-	-	-

Table 3-20 (Continued)
Air Cargo

Associated City	Air Cargo Operations			Dedicated Air Cargo Facilities	
	Existing	Regularly Scheduled	Annual Tonnage	Existing	Square Footage
Cokeville	-	-	-	-	-
Cowley	-	-	-	-	-
Dixon	-	-	-	-	-
Dubois	-	-	-	-	-
Fort Bridger	-	-	-	-	-
Glendo (non-paved)	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-
Hulett	-	-	-	-	-
Lusk	-	-	-	-	-
Medicine Bow	-	-	-	-	-
Pine Bluffs	-	-	-	-	-
Shoshoni (non-paved)	-	-	-	-	-
Thermopolis	-	-	-	-	-
Upton (non-paved)	-	-	-	-	-

Source: 2007 SEH Airport Survey and U.S. Department of Transportation - Bureau of Transportation Statistics (airport activity for 12 months ending November, 2007)

Table 3-21
Main Airport Uses

Associated City	Personal/ Recreational	Business	Military	Commercial	Cargo	Training	Charter	Agricultural	Fire Fighting	Search and Rescue	Medical/ Patient Transfer
Casper	X	X	-	X	X	-	-	-	-	-	-
Cheyenne	X	X	X	X	-	-	-	-	-	-	-
Cody	X	-	-	X	X	-	-	-	-	-	-
Gillette	X	X	-	X	-	-	-	-	-	-	-
Jackson	X	-	-	X	X	-	-	-	-	-	-
Laramie	X	X	-	X	-	-	-	-	-	-	-
Riverton	X	X	-	X	-	-	-	-	-	-	-
Rock Springs	-	X	-	X	X	-	-	-	-	-	-
Sheridan	X	X	-	X	-	-	-	-	-	-	-
Worland	X	X	-	X	-	-	-	-	-	-	-
Afton	X	X	-	-	-	X	-	-	-	-	-
Douglas	X	X	-	-	-	-	-	-	-	-	X
Evanston	X	X	-	-	-	X	-	-	-	-	X
Greybull	X	X	-	-	-	-	-	-	X	-	-
Pinedale	X	X	-	-	-	-	-	-	-	-	X
Saratoga	X	X	-	-	-	-	X	-	-	-	-
Big Piney	X	X	-	-	-	-	-	-	-	-	X
Buffalo	X	X	-	-	-	X	-	-	-	-	-
Guernsey	X	X	X	-	-	-	-	-	-	-	-
Kemmerer	X	X	-	-	-	-	-	-	-	X	X
Lander	X	X	-	-	-	-	-	-	-	-	X
Newcastle	X	X	-	-	-	X	-	-	-	-	-
Powell	X	-	-	-	-	X	-	-	-	-	X
Rawlins	X	-	-	-	X	-	X	-	-	-	X
Torrington	X	X	X	-	-	X	X	X	-	X	X
Wheatland	X	X	-	-	-	-	-	-	-	-	X

Table 3-21 (Continued)
Main Airport Uses

Associated City	Personal/ Recreational	Business	Military	Commercial	Cargo	Training	Charter	Agricultural	Fire Fighting	Search and Rescue	Medical/ Patient Transfer
Cokeville	X	X	-	-	-	-	X	X	-	-	X
Cowley	X	X	-	-	-	-	-	-	-	X	-
Dixon	X	X	-	-	-	-	-	-	-	X	-
Dubois	X	X	-	-	-	X	-	-	X	-	-
Fort Bridger	X	X	-	-	-	-	-	X	-	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-	-	-	-
Green River (non-paved)	X	-	-	-	-	-	-	-	-	-	-
Hulett	X	X	-	-	-	X	-	-	-	-	-
Lusk	X	X	-	-	-	-	-	X	-	-	X
Medicine Bow	-	-	-	-	-	-	-	-	-	-	-
Pine Bluffs	X	-	-	-	-	X	-	X	-	-	-
Shoshoni (non-paved)	X	-	-	-	-	-	-	-	-	-	-
Thermopolis	X	X	-	-	-	X	-	-	-	-	X
Upton (non-paved)	X	X	-	-	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey

Table 3-22
Aircraft Services

Associated City	Aircraft Rental	Aircraft Charter	Overnight Aircraft Storage	Aircraft Reference Code of Largest Aircraft Served	Aircraft Maintenance	Avionics Repair	Aircraft Deicing		
							Existing	Containment System	System Operation
Casper	X	X	X	III	Major A & P	X	X	X	FBO Operated
Cheyenne	X	X	X	I	Major A & P	-	X	X	Airline Operated
Cody	X	X	X	III	Major A & P	-	X	-	Airline Operated
Gillette	X	X	X	II	Major A & P	-	X	X	Airport Operated
Jackson	X	X	X	III	Major A & P	X	X	-	Airline Operated
Laramie	X	-	X	I	Minor A	-	X	-	FBO Operated
Riverton	X	-	X	I	Major A & P	-	X	-	Airline Operated
Rock Springs	X	X	X	II	-	-	X	-	Airport Operated
Sheridan	X	X	X	II	Major A & P	X	X	X	Airport Operated
Worland	-	X	-	-	Major A & P	-	-	-	-
Afton	X	-	X	III	Major A & P	-	X	-	FBO Operated
Douglas	-	-	X	I	Major A & P	-	-	-	-
Evanston	X	-	X	Unknown	Minor A & P	-	X	-	FBO Operated
Greybull	-	-	-	-	Major A & P	X	-	-	-
Pinedale	-	-	X	I	Major A & P	-	X	-	FBO Operated
Saratoga	-	-	X	II	Minor A & P	-	X	-	FBO Operated
Big Piney	-	-	X	III	-	-	-	-	-
Buffalo	-	-	X	II	Minor A & P	-	-	-	-
Guernsey	-	-	-	-	-	-	-	-	-
Kemmerer	-	-	-	-	-	-	-	-	-
Lander	X	-	X	I	Major A & P	-	-	-	-
Newcastle	X	-	X	II	-	-	-	-	-
Powell	X	-	X	I	Major A & P	-	-	-	-
Rawlins	X	X	X	II	Major A & P	-	-	-	-
Torrington	X	-	X	I	Major A & P	-	-	-	-
Wheatland	-	-	-	-	-	-	-	-	-

Table 3-22 (Continued)
Aircraft Services

Associated City	Aircraft Rental	Aircraft Charter	Overnight Aircraft Storage	Aircraft Reference Code of Largest Aircraft Served	FAA Certified Maintenance	Avionics Repair	Aircraft Deicing		
							Existing	Containment System	System Operation
Cokeville	-	-	-	-	-	-	-	-	-
Cowley	-	-	-	-	-	-	-	-	-
Dixon	-	-	-	-	-	-	-	-	-
Dubois	-	-	-	-	-	-	-	-	-
Fort Bridger	-	-	**X**	Unknown	**Major A & P**	-	-	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-	-
Hulett	-	-	**X**	II	-	-	-	-	-
Lusk	-	-	-	-	-	-	-	-	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-	-
Pine Bluffs	-	-	-	-	-	-	-	-	-
Shoshoni (non-paved)	-	-	-	-	-	-	-	-	-
Thermopolis	-	-	**X**	I	-	-	-	-	-
Upton (non-paved)	-	-	-	-	-	-	-	-	-
Note: A – Airframe, P - Powerplant									

Source: 2007 SEH Airport Survey, Airport Facilities Directory (Dec. 20, 2007)

Table 3-23
Fuel Services

Associated City	Fuel Services Available		Fuel Types Available	
	Existing	24-Hours	100 LL	Jet A
Casper	X	X	X	X
Cheyenne	X	X	X	X
Cody	X	-	X	X
Gillette	X	X	X	X
Jackson	X	-	X	X
Laramie	X	-	X	X
Riverton	X	X	X	X
Rock Springs	X	X	X	X
Sheridan	X	-	X	X
Worland	X	X	X	X
Afton	X	X	X	X
Douglas	X	-	X	X
Evanston	X	-	X	X
Greybull	X	X*	X	X
Pinedale	X	X*	X	X
Saratoga	X	-	X	X
Big Piney	X	X	X	X
Buffalo	X	X	X	X
Guernsey	X	X	X	-
Kemmerer	X	X	X	X
Lander	X	X*	X	X
Newcastle	X	X*	X	X
Powell	X	X	X	X
Rawlins	X	X*	X	X
Torrington	X	X*	X	X
Wheatland	-	-	-	-

Table 3-23 (Continued)
Fuel Services

Associated City	Fuel Services Available		Fuel Types Available	
	Existing	24-Hours	100 LL	Jet A
Cokeville	-	-	-	-
Cowley	X	X	X	-
Dixon	-	-	-	-
Dubois	X*	-	X	-
Fort Bridger	X	X	X	-
Glendo (non-paved)	-	-	-	-
Green River (non-paved)	-	-	-	-
Hulett	X	X	X	-
Lusk	X*	-	X	-
Medicine Bow (non-paved)	-	-	-	-
Pine Bluffs	-**	-	-**	-
Shoshoni (non-paved)	-	-	-	-
Thermopolis	X	X	X	-
Upton (non-paved)	-	-	-	-

Notes:
*Prior arrangements necessary for fuel
**100LL Fuel to be available fall 2008

Source: 2007 SEH Airport Survey and WYDOT Aeronautics Rates and Charges Guide (2006)

Table 3-24
Pilot Services and Transportation

Associated City	Attended Airport	24-Hour Attended Airport	Flight Training	US Customs	Transportation			
					Courtesy Car	On-Airport Car Rental Facility	Taxi	Bus
Casper	X	X	X	X	X	X	X	-
Cheyenne	X	-	X	-	X	X	X	-
Cody	X	-	X	-	-	X	-	-
Gillette	X	-	X	-	X	X	X	-
Jackson	X	X	-	-	-	X	X	X
Laramie	X	-	-	-	X	X	X	-
Riverton	X	-	-	-	X	X	X	X
Rock Springs	X	-	-	-	X	X	X	-
Sheridan	X	-	X	-	X	X	X	-
Worland	X	-	-	-	X	X	-	-
Afton	X	-	X	-	X	X	-	X
Douglas	X	-	-	-	X	-	X	-
Evanston	X	X	X	-	X	-	X	-
Greybull	X	-	-	-	X	-	-	-
Pinedale	X	-	-	-	X	-	-	-
Saratoga	X	-	-	-	X	X	-	-
Big Piney	X	-	-	-	X	-	-	-
Buffalo	X	-	-	-	X	-	-	-
Guernsey	X	-	-	-	X	-	-	-
Kemmerer	X	-	-	-	X	-	-	-
Lander	X	X	X	-	X	X	-	-
Newcastle	X	-	X	-	X	-	-	-
Powell	X	-	X	-	X	-	-	-
Rawlins	X	-	-	-	X	-	X	-
Torrington	X	-	X	-	X	-	-	-
Wheatland	-	-	-	-	-	-	-	-

Table 3-24 (Continued)
Pilot Services and Transportation

Associated City	Attended Airport	24-Hour Attended Airport	Flight Training	US Customs	Transportation			
					Courtesy Car	On-Airport Car Rental Facility	Taxi	Bus
Cokeville	-	-	-	-	-	-	-	-
Cowley	X	X	-	-	X	-	-	-
Dixon	-	-	-	-	-	-	-	-
Dubois	-	-	-	-	X	-	-	X
Fort Bridger	X	X	-	-	-	-	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-
Hulett	-	-	-	-	X	-	-	-
Lusk	-	-	-	-	X	-	X	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-
Pine Bluffs	-	-	X	-	X	-	-	-
Shoshoni (non-paved)	-	-	-	-	-	-	-	-
Thermopolis	X	-	-	-	X	-	-	-
Upton (non-paved)	-	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey

Table 3-25
Airport Administration

Associated City	Airport Manager	FBO Airport Management Agreement	Legislative Liaison	Airport Web Site
Casper	X	X	X	Dedicated Airport Web Site
Cheyenne	X	-	X	Dedicated Airport Web Site
Cody	X	-	-	Dedicated Airport Web Site
Gillette	X	X	X	Dedicated Airport Web Site
Jackson	X	-	X	Dedicated Airport Web Site
Laramie	X	-	X	Dedicated Airport Web Site
Riverton	X	-	-	Dedicated Airport Web Site
Rock Springs	X	-	-	Dedicated Airport Web Site
Sheridan	X	X	-	Dedicated Airport Web Site
Worland	X	-	-	None
Afton	X	-	-	Dedicated Airport Web Site
Douglas	X	-	X	None
Evanston	X	X	-	None
Greybull	X	X	-	None
Pinedale	X	X	X	None
Saratoga	X	X	-	None
Big Piney	X	-	-	None
Buffalo	X	X	-	Dedicated Airport Web Site
Guernsey	-	-	-	Page on City or County Web Site
Kemmerer	X	-	X	None
Lander	X	X	-	None
Newcastle	X	X	-	None
Powell	X	X	-	Page on City or County Web Site
Rawlins	X	X	-	None
Torrington	X	X	-	Page on City or County Web Site
Wheatland	-	-	-	None

Table 3-25 (Continued)
Airport Administration

Associated City	Airport Manager	FBO Airport Management Agreement	Legislative Liaison	Airport Web Site
Cokeville	X	-	X	None
Cowley	X	X	-	None
Dixon	-	-	X	None
Dubois	X	-	X	None
Fort Bridger	X	-	-	None
Glendo (non-paved)	-	-	-	None
Green River (non-paved)	X	-	X	None
Hulett	X	-	X	None
Lusk	X	-	-	None
Medicine Bow (non-paved)	-	-	-	None
Pine Bluffs	X	-	X	Page on City or County Web Site
Shoshoni (non-paved)	-	-	-	None
Thermopolis	X	X	-	None
Upton (non-paved)	-	-	-	None

Source: 2007 SEH Airport Survey

Table 3-26
Airport Administration Maps and Documents

Associated City	Airport Master Plan		Airport Layout Plan		Economic Impact Study		Land Use Plan		Noise Contour Map		Pavement Management Plan	Minimum Standards	
	On Record	Date	On Record	Date	On Record	Date	On Record	Date	On Record	Date	On Record	On Record	Date
Casper	X	12/2004	X	12/2004	X	01/2004	-	-	X	12/2004	X	-	
Cheyenne	X	04/2007	X	04/2007	X	Unknown	X	Unknown	X	06/1992	X	X	07/1986
Cody	X	09/2006	X	09/2006	X	08/2006	X	Unknown	-	-	X	-	
Gillette	X	12/2001	X	2001*	-	-	X	Unknown	X	Unknown	X	-	-
Jackson	X	01/1998*	X	02/2000*	X	Unknown	-	-	X	05/2004	-	-	-
Laramie	X	01/1993*	X	09/2002*	-	-	-	-	X	Unknown	X	X	Unknown
Riverton	X	11/2000	X	11/2000	-	-	X	10/2000	X	10/2000	X	-	-
Rock Springs	X	2003	X	02/2003	X	Unknown	X	Unknown	-	-	X	-	-
Sheridan	X	10/1996	X	01/2008	X	Unknown	X	Unknown	X	Unknown	X	-	-
Worland	X	02/1999	X	11/1999	X	02/2002	-	08/2001	-	-	X	-	-
Afton	X	1992	X	01/2002	X	01/2004	X	Unknown	X	01/2007	X	-	-
Douglas	X	11/1993	X	05/1994	X	04/1996	X	12/2001	X	12/2001	X	-	-
Evanston	X	02/1995	X	08/2001	X	02/1995	X	Unknown	X	02/1995	X	-	-
Greybull	X	01/2004	X	03/2004	-	-	-	-	-	-	X	-	-
Pinedale	X	1993*	X	01/2002*	X	Unknown	-	-	-	-	X	-	-
Saratoga	X	08/1989	X	07/1998	X	02/2004	-	02/1991	-	02/1991	X	-	06/1976
Big Piney	X	03/2007	X	05/2007	-	-	-	-	X	05/2007	X	-	11/2006
Buffalo	X	2006	X	05/2007	-	-	-	-	-	-	X	-	-
Guernsey	-	-*	X	05/1977*	-	-	-	-	-	-	-	-	-
Kemmerer	X	01/2005	X	10/2005	-	-	X	Unknown	-	-	X	-	-
Lander	X	05/1996*	X	12/1996*	-	-	-	-	-	-	X	-	-
Newcastle	X	07/2004	X	07/2004	-	-	-	-	-	-	X	-	-
Powell	X	01/2000	X	05/2002*	X	Unknown	-	-	-	-	X	-	-
Rawlins	X	01/2001*	X	01/2001*	-	-	-	-	-	-	X	-	01/1980
Torrington	X	02/1997	X	01/1997	X	Unknown	-	-	X	Unknown	X	X	Unknown
Wheatland	X	12/1998	X	08/2007	-	-	-	-	-	-	-	-	-
Cokeville	-	-*	-	-*	-	-	X	02/2007	-	-	X	X	Unknown
Cowley	X	09/2000	X	11/2000	-	-	-	-	-	-	X	-	-
Dixon	X	12/2000	X	12/2000	-	-	-	-	-	-	X	X	Unknown
Dubois	X	03/1999*	X	03/1999*	-	-	X	-	-	-	X	-	-
Fort Bridger	-	-	X	01/1999*	-	-	-	-	-	-	X	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-
Hulett	X	Unknown	X	06/2004	-	-	X	Unknown	X	Unknown	-	-	-
Lusk	X	09/2006	X	01/2004	-	-	-	-	-	-	X	-	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-
Pine Bluffs	X	12/1995	X	09/2001	-	-	X	Unknown	-	-	X	-	-
Shoshoni (non-paved)	-	-	X	Unknown	-	-	-	-	-	-	-	-	-
Thermopolis	X	03/2000	X	03/2000	-	-	-	-	-	-	X	-	-
Upton (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: * Update currently in progress

Source: 2007 SEH Airport Survey and WYDOT Falcon Database (2007)

4.0 Forecast

4.1 Introduction

Forecasts of commercial and general aviation activity, presented in this chapter, estimate the level of activity expected at Wyoming airports during the next 20 years. These activity projections assist in verifying the roles of individual airports in the Wyoming Aviation System and help to determine whether existing facilities are adequate to accommodate future demand. The forecast period is 2007-2027.

This chapter examines and projects the following components of Wyoming airport activity:

- Commercial airline enplanements
- Based general aviation aircraft
- Total aircraft operations

To set a context for the forecasts, also presented in this chapter is a brief discussion of methodology as well as a review of national and statewide aviation trends where they have bearing on the outlook for the forecasts.

4.2 Methodology

In 2005, Wilbur Smith Associates (WSA) prepared a statewide forecast of aviation activity for Wyoming. The forecasts were built on an extensive analysis of aviation trends in Wyoming up through 2004 as well as review of available individual airport planning documents, FAA forecasts for each airport and the U.S. domestic market for general aviation activity and commercial service. The forecasts examined socio-economic trends in the state including population, employment, personal income, cost of living and tourism. In addition, WSA back-tested previous forecasts against actual recorded activity to discern which forecasts and forecast methodologies resulted in the most accurate forecasts. Individual and statewide forecasts were prepared applying three basic methodologies: (1) a bottom-up approach; (2) a top down approach using state and national growth rates; and (3) individual airport circumstances to adjust forecast rates of growth. Taking into account the three methodologies, WSA prepared a high and low forecast for each airport.

The forecasts presented in this chapter essentially update the forecasts prepared in 2005 by applying the same Compound Annual Growth Rates (CAGR) for each airport and activity that was developed by WSA to 2007 activity levels. This approach takes into account changes in aviation activity over the last three years and demonstrates clearly the consequences of using a different base year for forecasting. **Table 4-1** compares the statewide totals for passenger enplanements, based aircraft and operations for 2004 and 2007. Between 2004 and 2007, enplanements grew by 27%. Based aircraft declined by 10% and total operations declined by 9%. Applying the same annual growth rates to 2007 resulted in a slightly dampened based aircraft and operations forecast and a more aggressive enplanement forecast. That said, the 2005 forecast's annual high growth rate for passenger enplanements over the forecast period was 2% per year. The most recent FAA Aerospace forecasts project domestic passenger enplanements to grow an average of 2.8% per year through 2025.[1]

[1] FAA Aerospace Forecast Fiscal Years 2008-2025

Table 4-1
Wyoming Airport Activity - 2004 and 2007

Airport Metric	2004	2007	Difference	Change %
Passenger Enplanements	390,655	495,739	105,084	27%
Based Aircraft	1,076	964	(112)	(10%)
Total Operations	465,350	425,581	(39,769)	(9%)

Source: 2005 Statewide Aviation Forecast Update, WYDOT Aeronautics, SEH, KRAMER aerotek

4.3 National Trends

In 2007, demand for commercial air service and general aviation remained strong and returned aviation activity to levels seen before the tragic events of September 11, 2001 (9-11). However, by 2008, this recovery appeared to be leveling off or coming to an end. The full impact of dramatic increases in fuel costs not only offset airline efforts to reduce operating costs, but these high energy costs plus tight credit markets dampened the outlook for aviation activity in the U.S.

The State of Wyoming is an integral part of the national transportation system. As such, what happens nationally will impact the statewide aviation system. Current economic uncertainties are clouding the near term view. Among the most important national factors that will influence Wyoming today, and in the near future include:

- The worldwide credit crisis has and will spillover into every sector of economic activity, including aviation.
- For the airline industry, intense competition and high fuel prices previously sent numerous carriers into bankruptcy. The airlines have aggressively cut costs and restructured debt. Available options to further reduce operating costs are probably limited.
- Because the legacy carriers have substantially lowered their costs, low cost and legacy carriers are operating with similar cost structures today and can compete more effectively with each other.
- While structurally the airlines are already lean, with softening demand for domestic air travel, airlines are moving quickly to cut capacity as the next means of reducing costs.
- Historically, when the going is tough, airlines cut service to smaller airports first.
- In this environment, retention of air service in Wyoming will be as critical as development of new air service.
- Tight capital markets and slow approval of new technology have slowed down the development, production (and consequently use) of very light jets.
- An aging general aviation fleet and the cost of fuel will continue to dampen the extent of recreational flying.

4.4 Wyoming Trends

4.4.1 Passengers Enplanements

Wyoming has ten Commercial Service Airports and in 2007 these airports enplaned approximately 496,000 passengers as shown in **Table 4-2**. Jackson handles more than half the state's passengers and serves as an important tourist destination. Casper has the second largest number of enplanements followed by Cody, Gillette, Rock Springs and Sheridan.

Table 4-2
Passenger Enplanements - 2007

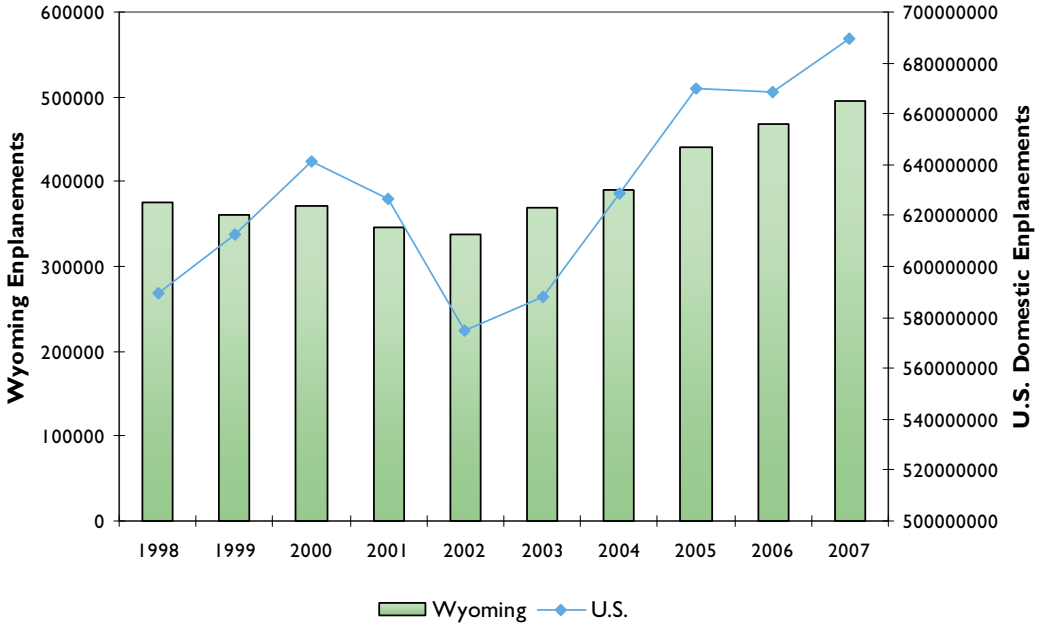
Associated City	2007 Enplanements	Percent Share of State Enplanements
Jackson	277,361	57
Casper	76,908	16
Cody	26,799	5
Gillette	25,647	5
Rock Springs	21,791	4
Sheridan	20,978	4
Cheyenne	16,766	3
Riverton	15,831	3
Laramie	9,939	2
Worland	3,719	1
Total Enplanements	**495,739**	**100**

Source: WYDOT Aeronautics

With the exception of seasonal point-to-point service to Jackson, Wyoming airports function as spoke cities in network carrier hubs. In 2007, Wyoming had air service to Denver, Salt Lake City and Minneapolis/St. Paul and seasonal service between Jackson and Chicago, Dallas-Ft. Worth and Atlanta. There are also a significant number of potential Wyoming passengers who drive to Denver, Salt Lake City, and Billings to fly from these larger airports.

The State of Wyoming and the ten Commercial Service Airports actively support retention and development of air service. Grants from the state's Air Service Enhancement program since 2004, positive results from the Fly Wyoming campaign to raise awareness of Wyoming airports and/or an increase in the state's economic position has contributed to an increased use of the Commercial Service Airports in Wyoming. It is unknown if the increase in use is attributable to one of these items or some combination. Additional stimulators not mentioned here may also have contributed to the increase. Additional discussion of the state's programs, the state and national economy, and their impacts on air service is discussed in greater detail in **Chapter 8**. **Chart 4-1** compares Wyoming enplanement trends to national trends.

Chart 4-1
Wyoming and U.S. Enplanements 1998-2007



Several points are noteworthy. First, Wyoming enplanements appear to represent, at least through 2003, a base and steady level of demand (and service) within the state. Wyoming did not experience as significant a drop in enplanements following the terrorist attacks of September 11, 2001. Starting in 2004, the U.S. (including Wyoming) began to recover. However, the steady increase in Wyoming enplanements is certainly a departure from national trends. **Table 4-3** shows the changes in capacity at airports of different hub sizes.[1] Capacity is measured as the number of seats available at a particular airport. At the national level, capacity is down for every size airport, but the number of seats available at non-hub airports diminished most significantly (-21.2%). Wyoming airports are all non-hub airports. However, in Wyoming the number of seats available grew as **Chart 4-2** shows. In 2004, the first year of the Air Service Enhancement Program, capacity grew to 626,423 outbound seats and in 2007, outbound capacity increased 25% to 783,435 seats. In addition to the Air Service Enhancement Program, oil, gas and coal development has contributed to increases in air service activity throughout Wyoming.

[1] FAA definitions of hub sizes are shown in **Table 4-4**.

Table 4-3
U.S. Capacity Change in Number of Available Seats

Airport Hub Size	Percent Change Domestic Seats 2000-2007
Large	(7.8)
Medium	(7.5)
Small	(10.5)
Non-Hub	(21.2)

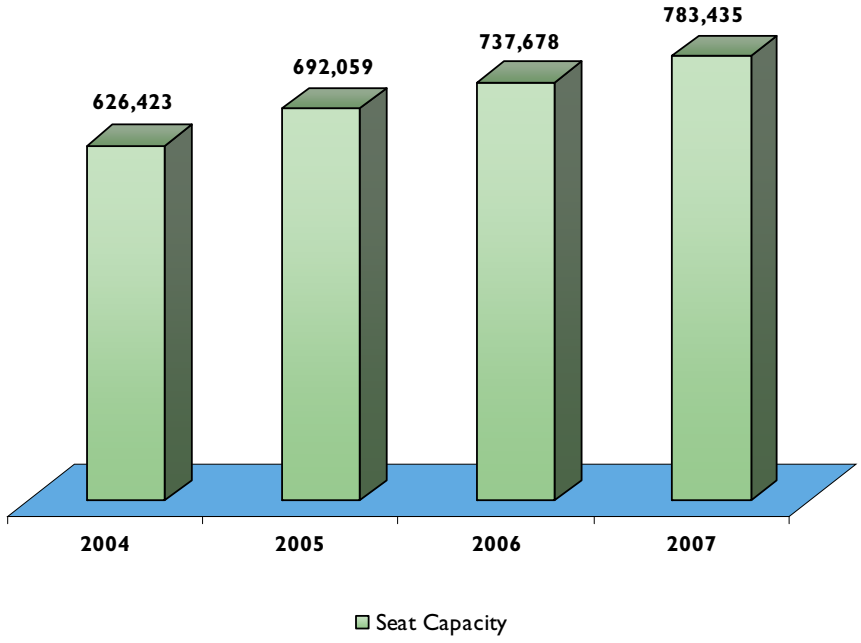
Source: Official Airline Guide and US DOT

Table 4-4
FAA Hub Definitions

Hub Type	Annual Enplanements Levels	2007 Enplanement Benchmark
Large Hub	1% or more of annual enplanements	7,647,230
Medium Hub	At least .25%, but less than 1%	1,911,807
Small Hub	At least .05%, but less than .25%	382,361
Non-hub	More than 10,000 but less than .05%	10,001
Non-primary non-hub	At least 2,500 but no more than 10,000	2,500

Source: Federal Aviation Administration

Chart 4-2
Wyoming Capacity Change in Seats



Source: US DOT T100

4.4.2 Based Aircraft

Chart 4-3 shows the aggregate changes in based aircraft in the state over the last ten years. The number of based aircraft was growing steadily until the terrorist attacks of September 11, 2001. Since 2002, total based aircraft have remained essentially unchanged. However, there are some significant changes in the number of based aircraft at individual airports. **Table 4-5** shows the airports with largest gains in based aircraft and those with the greatest losses. Cheyenne, Lander and Afton had the largest increases in based aircraft; Greybull, Cody and Wheatland, experienced the largest decreases.

Chart 4-3
Based Aircraft in Wyoming, 1997-2007

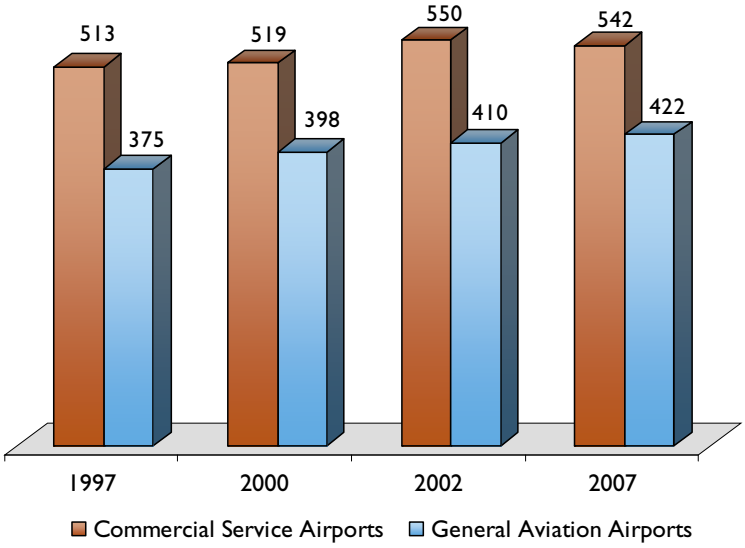


Table 4-5
Largest Changes in Based Aircraft

Associated City	1997	2007	1997-2007 Change
Cheyenne	37	77	40
Sheridan	75	88	13
Cody	70	57	(13)
Jackson	54	47	(7)
Afton	19	40	21
Saratoga	15	27	12
Greybull	56	27	(29)
Pinedale	26	17	(9)
Lander	31	55	24
Wheatland	25	14	(11)

Source: FAA Terminal Area Forecasts (TAF), FAA Form 5010, 2007 SEH Airport Survey

4.4.3 Aircraft Operations

Annual operations represent the number of aircraft takeoffs and landings occurring at an airport during a calendar year. **Chart 4-4** shows operations at commercial service and general aviation airports over the last ten years. General aviation operations did not appear to decline after 9-11 although total operations at Commercial Service Airports declined by approximately 11,000. In 2007, operations at Commercial Service Airports increased significantly in large part because of increases in air service capacity. The decline in GA operations is consistent with the national trends of less discretionary flying due to high fuel costs and the national general aviation fleet growing older and flying fewer hours and therefore generating fewer annual operations.

Chart 4-4
Wyoming Annual Aircraft Operations 1997-2007

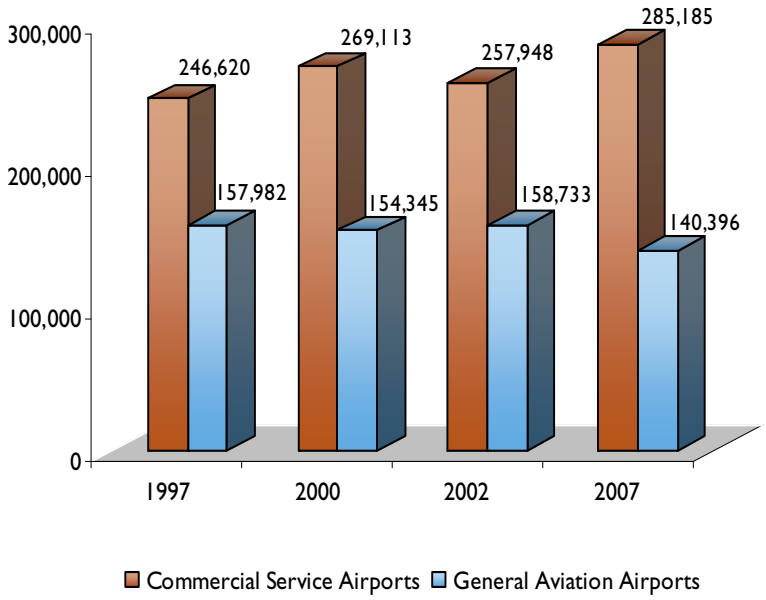


Table 4-6 shows the greatest changes in annual operations at individual Wyoming airports during the last ten years. Casper has experienced significantly more growth in operations than any other Wyoming airport. Cheyenne and Sheridan have also grown. Airports with declining operations include Greybull, Guernsey and Wheatland.

Table 4-6
Largest Changes in Annual Operations

Associated City	1997	2007	1997-2007 Change
Casper	41,800	61,297	19,497
Cheyenne	48,324	58,953	10,629
Cody	33,250	38,285	5,035
Riverton	15,080	8,423	(6,657)
Sheridan	27,507	37,230	9,723
Greybull	24,600	4,175	(20,425)
Guernsey	18,000	3,900	(14,100)
Wheatland	11,400	3,820	(7,580)
Dubois	1,000	5,000	4,000

Source: FAA TAF, Form 5010, 2007 SEH Airport Survey

4.5 Forecast Summary

The forecasts prepared in 2005 were updated using 2007 as the base year and 2012, 2017 and 2027 as the forecast reference years. A high and low forecast was prepared using the compound annual growth rates developed for the 2005 forecasts. **Table 4-7** and **Charts 4-5** through **4-7** present a summary of statewide high and low forecasts for passenger enplanements, based aircraft and aircraft operations. Individual airport forecasts are presented in following tables.

Table 4-7
Summary of Statewide Forecasts

	2007	2012		2017		2027		2007-2027 CAGR	
	Actual	Low	High	Low	High	Low	High	Low	High
Based Aircraft	964	962	1,041	966	1,148	981	1,410	0.09%	1.92%
Operations	425,581	428,059	456,141	430,617	491,029	435,957	577,340	0.12%	1.54%
Enplanements	495,739	527,784	547,336	562,985	604,303	644,139	736,642	1.25%	2.00%

Chart 4-5
Statewide Based Aircraft Forecasts (High and Low)

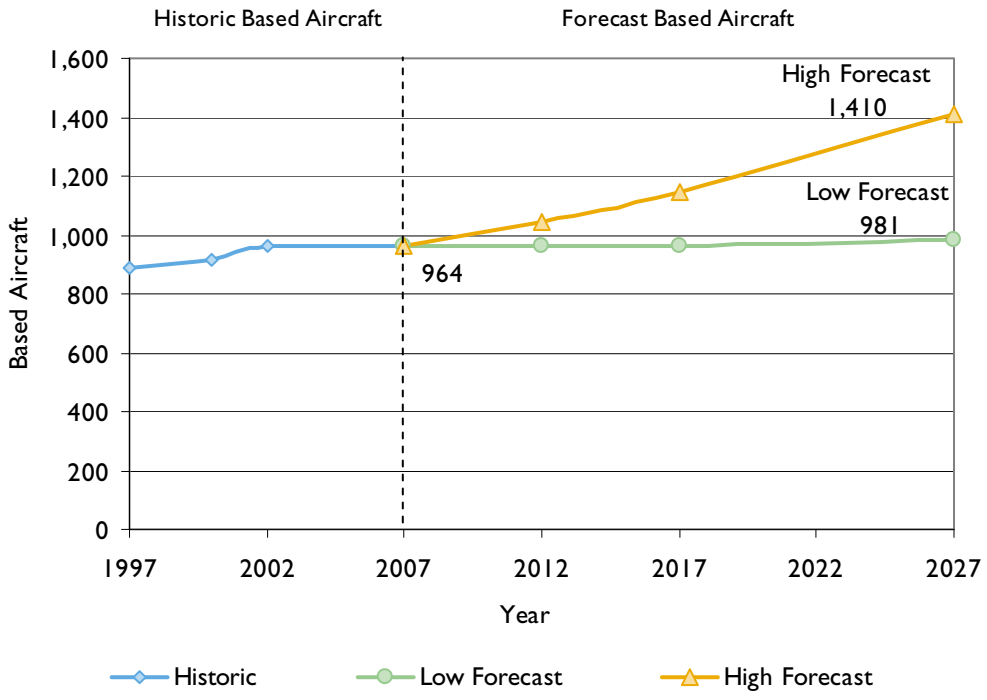


Chart 4-6
Statewide Operations Forecasts (High and Low)

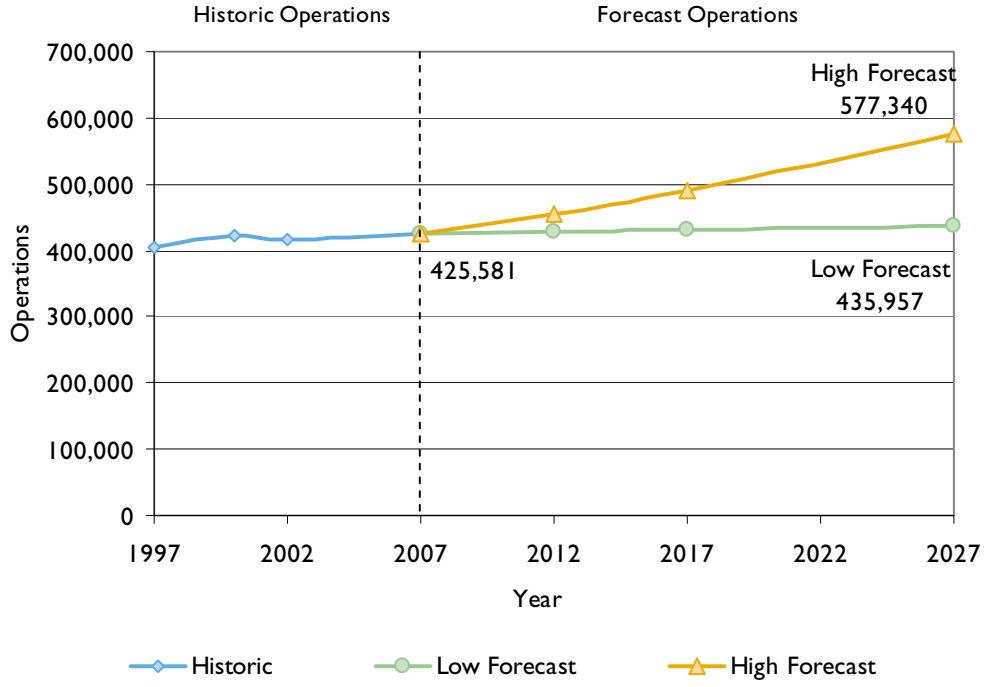
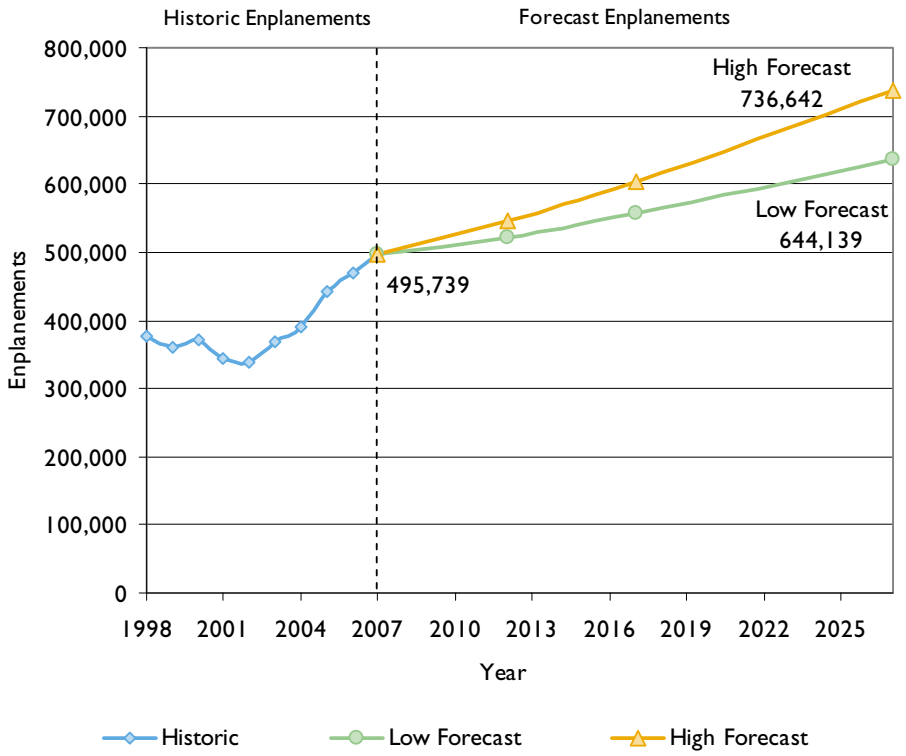


Chart 4-7
Statewide Enplanements Forecasts (High and Low)



Over the forecast period, based aircraft are not expected to grow substantially. Some of the based aircraft will be retired and may be replaced. Incrementally at the low end, less than 20 aircraft will be added to the Wyoming fleet. At the high end, as many as 446 aircraft are in the 20 year forecast. If trends persist, most of the aircraft added will be based at Commercial Service Airports. The airports forecast to have the largest based aircraft fleet are: Sheridan, Cheyenne, Casper and Lander.

The forecast for aircraft operations has a wide spread. At the low end operations will increase by approximately 10,400. At the high end, operations could grow statewide by as much as 152,000. Almost two thirds of aircraft operations take place at Wyoming's Commercial Service Airports. The forecast is thus heavily influenced by sustained and developing levels of air service.

The enplanement forecasts are moderate and aggressive. This is because the CAGRs from the 2005 forecasts were applied to 2007 enplanement levels. Passenger activity in 2007 had the benefit and stimulus of revenue guarantees provided by the Air Service Enhancement Program as well as increased oil and gas activity in the state. Over the 20 year forecast period, enplanements could grow by between 148,000 and 240,000 enplanements.[1]

Forecasts for individual airports are presented in **Tables 4-8** through **4-11**.

[1] This forecast assumes continued support by the Air Service Enhancement Program through the forecast period.

Table 4-8
Based Aircraft Forecast

Airport Name	2007	2012		2017		2027		2007-2027 CAGR	
	Actual	Low	High	Low	High	Low	High	Low	High
Casper	85	85	88	85	93	85	103	0.00%	1.00%
Cheyenne	77	78	83	79	90	82	107	0.32%	1.75%
Cody	57	58	59	59	63	61	70	0.32%	1.05%
Gillette	53	54	56	55	59	56	66	0.32%	1.19%
Jackson	47	48	51	48	56	50	68	0.00%	1.99%
Laramie	39	39	41	38	44	38	49	(0.17%)	1.26%
Riverton	34	34	37	35	40	36	49	0.14%	1.92%
Rock Springs	49	50	52	50	57	52	68	0.00%	1.73%
Sheridan	88	89	94	91	101	94	119	0.32%	1.58%
Worland	13	13	14	13	16	12	20	(0.26%)	2.18%
CS Total	**542**	**548**	**575**	**553**	**619**	**566**	**719**	**0.22%**	**1.42%**
Afton	40	41	46	41	56	43	81	0.32%	3.75%
Douglas	37	38	40	38	44	39	54	0.32%	1.96%
Evanston	18	18	20	18	22	18	26	(0.12%)	2.05%
Greybull	27	27	27	27	28	27	29	0.00%	0.40%
Pinedale	17	17	19	18	22	18	29	0.32%	2.86%
Saratoga	27	28	30	29	35	31	47	0.77%	2.92%
Big Piney	7	7	8	7	9	7	11	0.32%	2.29%
Buffalo	20	15	21	12	22	7	25	(5.34%)	1.12%
Guernsey	6	5	7	4	7	2	9	(4.48%)	2.38%
Kemmerer	7	7	8	7	10	7	14	0.32%	3.53%
Lander	55	55	63	56	75	57	106	0.14%	3.53%
Newcastle	11	11	12	11	14	11	17	(0.18%)	2.43%
Powell	17	17	18	18	20	18	25	0.32%	2.05%
Rawlins	22	22	24	22	26	22	32	(0.05%)	1.96%
Torrington	27	27	30	27	35	27	47	(0.04%)	2.94%
Wheatland	14	14	14	13	15	12	15	(0.62%)	0.40%

Table 4-8 (Continued)
Based Aircraft Forecast

Airport Name	2007	2012		2017		2027		2007-2027 CAGR	
	Actual	Low	High	Low	High	Low	High	Low	High
Cokeville	2	0	3	0	4	0	8	(100.00%)	7.18%
Cowley	10	10	11	10	13	10	19	0.01%	3.35%
Dixon	9	9	10	9	11	10	13	0.32%	2.05%
Dubois	11	11	13	11	15	11	22	0.14%	3.81%
Fort Bridger	10	9	10	9	10	8	11	(1.11%)	0.40%
Glendo (non-paved)	0	0	0	0	0	0	0	0.00%	0.40%
Green River (non-paved)	0	0	0	0	0	0	0	0.00%	0.40%
Hulett	5	6	7	8	10	13	20	4.73%	7.60%
Lusk	2	2	3	1	4	1	7	(3.41%)	6.46%
Medicine Bow (non-paved)	0	0	0	0	0	0	0	0.00%	0.40%
Pine Bluffs	9	9	10	9	10	10	12	0.32%	1.45%
Shoshoni (non-paved)	3	3	3	3	3	3	3	0.00%	0.40%
Thermopolis	8	5	8	4	8	2	9	(7.73%)	0.40%
Upton (non-paved)	1	1	1	1	1	1	1	0.00%	0.40%
GA Total	**422**	**414**	**466**	**413**	**529**	**415**	**692**	**(0.09%)**	**2.50%**
System Total	**964**	**962**	**1,041**	**966**	**1,148**	**981**	**1,410**	**0.09%**	**1.92%**

Table 4-9
Forecast of Aircraft Operations

Airport Name	2007	2012		2017		2027		2007-2027 CAGR	
	Actual	Low	High	Low	High	Low	High	Low	High
Casper	61,297	61,297	62,939	61,297	64,624	61,297	68,132	0.00%	0.53%
Cheyenne	58,953	58,953	59,932	58,953	60,928	58,953	62,968	0.00%	0.33%
Cody	38,285	38,901	40,198	39,528	42,207	40,811	46,530	0.32%	0.98%
Gillette	19,105	19,105	19,578	19,105	20,062	19,105	21,067	0.00%	0.49%
Jackson	30,605	31,098	37,343	31,599	45,565	32,624	67,837	0.32%	4.06%
Laramie	10,090	10,090	10,340	10,090	10,595	10,090	11,126	0.00%	0.49%
Riverton	8,423	8,478	9,694	8,533	11,156	8,645	14,776	0.13%	2.85%
Rock Springs	17,017	17,291	18,170	17,569	19,401	18,140	22,120	0.32%	1.32%
Sheridan	37,230	37,830	41,186	38,439	45,561	39,687	55,757	0.32%	2.04%
Worland	4,180	4,247	4,790	4,316	5,488	4,456	7,205	0.32%	2.76%
CS Total	**285,185**	**287,290**	**304,170**	**289,429**	**325,587**	**293,808**	**377,518**	**0.15%**	**1.41%**
Afton	12,200	12,396	14,736	12,596	17,800	13,005	25,971	0.32%	3.85%
Douglas	5,585	5,521	5,695	5,458	5,807	5,334	6,037	(0.23%)	0.39%
Evanston	6,080	6,178	6,859	6,277	7,737	6,481	9,847	0.32%	2.44%
Greybull	4,175	4,217	4,257	4,259	4,341	4,345	4,513	0.20%	0.39%
Pinedale	9,516	9,669	9,766	9,825	10,023	10,144	10,556	0.32%	0.52%
Saratoga	8,965	9,109	9,596	9,256	10,272	9,557	11,769	0.32%	1.37%
Big Piney	3,500	3,556	3,904	3,614	4,355	3,731	5,419	0.32%	2.21%
Buffalo	7,320	7,438	8,799	7,558	10,578	7,803	15,285	0.32%	3.75%
Guernsey	3,900	3,900	3,900	3,900	3,900	3,900	3,900	0.00%	0.00%
Kemmerer	3,400	3,329	3,463	3,260	3,528	3,126	3,661	(0.42%)	0.37%
Lander	11,180	11,024	11,394	10,871	11,612	10,570	12,061	(0.28%)	0.38%
Newcastle	5,000	5,081	5,437	5,162	5,912	5,330	6,991	0.32%	1.69%
Powell	3,130	2,907	3,198	2,699	3,267	2,328	3,410	(1.47%)	0.43%
Rawlins	12,000	12,193	13,683	12,390	15,602	12,792	20,286	0.32%	2.66%
Torrington	4,431	4,300	4,536	4,172	4,644	3,929	4,867	(0.60%)	0.47%
Wheatland	3,820	3,820	3,897	3,820	3,976	3,820	4,137	0.00%	0.40%

Table 4-9 (Continued)
Forecast of Aircraft Operations

Airport Name	2007	2012		2017		2027		2007-2027 CAGR	
	Actual	Low	High	Low	High	Low	High	Low	High
Cokeville	1,250	1,281	1,811	1,313	2,625	1,378	5,511	0.49%	7.70%
Cowley	4,175	4,175	4,259	4,175	4,345	4,175	4,522	0.00%	0.40%
Dixon	2,600	2,600	2,651	2,600	2,703	2,600	2,810	0.00%	0.39%
Dubois	5,000	5,000	5,825	5,000	6,785	5,000	9,208	0.00%	3.10%
Fort Bridger	3,500	3,460	3,567	3,420	3,635	3,342	3,776	(0.23%)	0.38%
Glendo (non-paved)	450	450	450	450	450	450	450	0.00%	0.00%
Green River (non-paved)	34	34	34	34	34	34	34	0.00%	0.00%
Hulett	1,400	1,400	1,843	1,400	2,426	1,400	4,203	0.00%	5.65%
Lusk	7,030	7,030	7,165	7,030	7,302	7,030	7,584	0.00%	0.38%
Medicine Bow (non-paved)	40	40	40	40	40	40	40	0.00%	0.00%
Pine Bluffs	8,000	8,000	8,165	8,000	8,334	8,000	8,682	0.00%	0.41%
Shoshoni (non-paved)	75	75	75	75	75	75	75	0.00%	0.00%
Thermopolis	2,580	2,526	2,906	2,474	3,274	2,372	4,154	(0.42%)	2.41%
Upton (non-paved)	60	60	60	60	60	60	60	0.00%	0.00%
GA Total	**140,396**	**140,769**	**151,971**	**141,188**	**165,442**	**142,151**	**199,819**	**0.06%**	**1.78%**
System Total	**425,581**	**428,059**	**456,141**	**430,617**	**491,029**	**435,957**	**577,340**	**0.12%**	**1.54%**

Table 4-10
Passenger Enplanements Forecasts: Low Growth

Associated City	2007-2027 CAGR	2007	2012	2017	2022	2027
	Low					
Casper	0.28%	76,908	77,991	79,089	80,202	81,331
Cheyenne	0.32%	16,766	17,036	17,310	17,589	17,872
Cody	0.46%	26,799	27,421	28,058	28,709	29,375
Gillette	1.19%	25,647	27,210	28,868	30,627	32,493
Jackson	1.99%	277,361	306,079	337,770	372,743	411,336
Laramie	(0.17%)	9,939	9,855	9,771	9,689	9,606
Riverton	0.14%	15,831	15,942	16,054	16,167	16,280
Rock Springs	(0.77%)	21,791	20,965	20,170	19,405	18,670
Sheridan	0.60%	20,978	21,615	22,271	22,947	23,644
Worland	(0.26%)	3,719	3,671	3,623	3,577	3,530
Total		**495,739**	**527,784**	**562,985**	**601,654**	**644,139**

Table 4-11
Passenger Enplanements Forecasts: High Growth

Associated City	2007-2027 CAGR	2007	2012	2017	2022	2027
	High					
Casper	2.00%	76,908	84,913	93,750	103,508	114,281
Cheyenne	2.00%	16,766	18,511	20,438	22,565	24,913
Cody	2.00%	26,799	29,588	32,668	36,068	39,822
Gillette	2.00%	25,647	28,316	31,264	34,517	38,110
Jackson	2.00%	277,361	306,229	338,102	373,291	412,144
Laramie	2.00%	9,939	10,973	12,116	13,377	14,769
Riverton	2.00%	15,831	17,479	19,298	21,306	23,524
Rock Springs	2.00%	21,791	24,059	26,563	29,328	32,380
Sheridan	2.00%	20,978	23,161	25,572	28,234	31,172
Worland	2.00%	3,719	4,106	4,533	5,005	5,526
Total		**495,739**	**547,336**	**604,303**	**667,199**	**736,642**

4.6 Capacity Analysis (Annual Service Volume)

Using the 2007 operations shown in **Table 4-9**, the annual service volume (ASV) for each airport was calculated. Annual Service Volume (as defined in AC 150/5060-5 *Airport Capacity and Delay*) is a reasonable estimate of an airport's annual capacity. It accounts for differences in runway use, aircraft mix, weather conditions, etc., that would be encountered over a year's time.

For purposes of calculating the ASV, some assumptions were made concerning the users of each airport. It was assumed that all air carrier, air taxi/air charter and military operations were conducted by aircraft over 12,500 pounds maximum takeoff weight and all general aviation itinerant and general aviation local operations were conducted by aircraft under 12,500 pounds maximum takeoff weight.

The characteristics of the runway configuration at each airport were combined with the main users and uses to determine the annual service volume using the calculations defined in AC 150/5060-5. The ASV for each airport and the total operations for 2007 and the high forecast operations for 2027 are shown in **Table 4-12**. Using ASV as a deciding factor, it can be seen that each airport has sufficient capacity to meet the demand (annual operations) identified through the year 2027.

Table 4-12
Annual Service Volume

Associated City	2007 Operations	2027 High Forecast Operations	Annual Service Volume (ASV)
Casper	61,297	68,132	200,000
Cheyenne	58,953	62,968	215,000
Cody	38,285	46,530	230,000
Gillette	19,105	21,067	200,000
Jackson	30,605	67,837	195,000
Laramie	10,090	11,126	200,000
Riverton	8,423	14,776	200,000
Rock Springs	17,017	22,120	200,000
Sheridan	37,230	55,757	230,000
Worland	4,180	7,205	200,000
Afton	12,200	25,971	230,000
Douglas	5,585	6,037	230,000
Evanston	6,080	9,847	230,000
Greybull	4,175	4,513	230,000
Pinedale	9,516	10,556	195,000
Saratoga	8,965	11,769	230,000

Table 4-12 (Continued)
Annual Service Volume

Associated City	2007 Operations	2027 High Forecast Operations	Annual Service Volume (ASV)
Big Piney	3,500	5,419	230,000
Buffalo	7,320	15,285	230,000
Guernsey	3,900	3,900	205,000
Kemmerer	3,400	3,661	230,000
Lander	11,180	12,061	230,000
Newcastle	5,000	6,991	200,000
Powell	3,130	3,410	230,000
Rawlins	12,000	20,286	200,000
Torrington	4,431	4,867	230,000
Wheatland	3,820	4,137	230,000
Cokeville	1,250	5,511	230,000
Cowley	4,175	4,522	230,000
Dixon	2,600	2,810	230,000
Dubois	5,000	9,208	230,000
Fort Bridger	3,500	3,776	230,000
Glendo (non-paved)	450	450	230,000
Green River (non-paved)	34	34	230,000
Hulett	1,400	4,203	230,000
Lusk	7,030	7,584	230,000
Medicine Bow (non-paved)	40	40	230,000
Pine Bluffs	8,000	8,682	230,000
Shoshoni (non-paved)	75	75	230,000
Thermopolis	2,580	4,154	230,000
Upton (non-paved)	60	60	230,000

5.0 System Objectives and Performance

5.1 Overview

Facilities and services available at an airport largely define the types of aircraft and users able to operate at an airport. Attributes were assigned previously to the four classifications of airports in Wyoming. In keeping with the Vision, Goals and Objectives for the Wyoming Aviation System and in an effort to provide consistency across the system, minimum facilities and service objectives by classification of airport have been established. It needs to be stressed that these are minimum requirements. Individual airports may actually have greater objectives based on airport specific users but each should strive to meet the minimum objectives set for their individual classification. The minimum objectives have been established to provide adequate and safe facilities and services to meet the roles and attributes established for each classification. All objectives need to be justified and approved through the local master planning and environmental processes. Airport Facilities and Services Objectives are subdivided by Airside, Landside, Services and Administration.

The terms *essential*, *suggested*, and *not an objective* are included in the objectives. The term *essential* means that Aeronautics believes these items to be necessary for the category shown and that airport sponsors should make every effort to make sure these items are in place at their airport. A *suggested* facility is one that Aeronautics would like to see at the airport but is not considered in the system analysis, and *not an objective* simply means that Aeronautics does not have an objective for that particular classification or facility, service, etc.

It was determined that airports in the Local Airport classification needed to be subdivided into paved and non-paved facilities. As such, facility and service objectives were developed for both of these sub-classifications within the Local Airport classification.

The minimum objectives by classification of airport are shown in **Tables 5-1** through **5-5.** The objectives have been applied to each airport and are documented on each airport's individual Airport Report Card included in **Chapter 9**. Facility and service objectives are sorted alphabetically and applied to each airport in **Appendix A**. Supporting documentation for each objective, airports not meeting an objective and system performance related to each objective is presented following the minimum system objectives **Tables 5-1** through **5-5.**

The objectives for Administration include reports, plans, maps and actions and are discussed in the following sections. Throughout this section, *on record with Aeronautics* means that a copy of the report, plan or map has been sent by the sponsor to Aeronautics and that Aeronautics has acknowledged receipt.

Table 5-1 Commercial Service Airports - Facility and Service Objectives	
AIRSIDE	
ARC	C-II
Primary Runway Length	75% of Large Airplanes at 60% Useful Load
Primary Runway Width	100 Feet
Primary Runway Lights	HIRL
Primary Runway Strength	55,000 lbs Dual
Taxiway	Full Parallel, 35 Feet Width
Taxiway Lights	MITL
Primary Approach Type	Precision
Primary Approach Lighting System (ALS)	MALSR
Visual Aids	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends Beacon Lighted Wind Cone
Wind Coverage	≥ 95% Coverage
Runway Safety Area (RSA)	Standard RSA on All Paved Runways
LANDSIDE	
Weather Reporting	AWOS/ASOS
Terminal	Terminal
Perimeter Fencing	Security or Wildlife Fence
Hangars	100% of Based Aircraft in Hangars
Lighted Hangar Area	Lighted Hangar Area
Paved Auto Parking	Paved Auto Parking
SERVICES	
FBO	Suggested
Fuel	Jet A and 100LL
Ground Transportation	On-Airport Rental Car
Pilot Lounge/Planning Room	Pilot Lounge/Planning Room
Public Restrooms	Public Restrooms - 24/7
Food	Restaurant Suggested
Public Phone	Public Phone - 24/7
Aircraft Maintenance	Major Airframe & Powerplant (A & P)
Aircraft Deicing	Aircraft Deicing
Aircraft Deicing Containment System	Containment System
ADMINISTRATION	
Land Use Protection Plan	On Record with Aeronautics
Current Master Plan	On Record with Aeronautics and Less Than 10 Years Old
Current Airport Layout Plan	On Record with Aeronautics and Less Than 5 Years Old
Minimum Standards	On Record with Aeronautics
Pavement Management Plan	On Record with Aeronautics
Current Noise Contour Map	On Record with Aeronautics and Less Than 10 Years Old
Legislative Liaison	Legislative Liaison
Airport Manager	Airport Manager
RPZ Ownership	Fee/Easement Ownership of All Existing RPZs

Note: Objectives listed are essential unless noted otherwise

Table 5-2 Business Airports - Facility and Service Objectives	
AIRSIDE	
ARC	C-II
Primary Runway Length	75% of Large Airplanes at 60% Useful Load
Primary Runway Width	100 Feet
Primary Runway Lights	MIRL
Primary Runway Strength	30,000 lbs Single
Taxiway	Full Parallel, 35 Feet Width
Taxiway Lights	MITL
Primary Approach Type	Non-Precision
Primary Approach Lighting System (ALS)	MALSR Suggested
Visual Aids	PAPI or VASI – Both Runway Ends REILs or ALS – Both Runway Ends Beacon Lighted Wind Cone
Wind Coverage	≥ 95% Coverage
Runway Safety Area (RSA)	Standard RSA on All Paved Runways
LANDSIDE	
Weather Reporting	AWOS/ASOS
Terminal	Terminal
Perimeter Fencing	Wildlife Fence
Hangars	100% of Based Aircraft in Hangars
Lighted Hangar Area	Lighted Hangar Area
Paved Auto Parking	Paved Auto Parking
SERVICES	
FBO	Suggested
Fuel	Jet A and 100LL
Ground Transportation	Courtesy Car
Pilot Lounge/Planning Room	Pilot Lounge/Planning Room
Public Restrooms	Public Restrooms – 24/7
Food	Vending Machines Suggested
Public Phone	Public Phone – 24/7
Aircraft Maintenance	Major Airframe & Powerplant (A & P)
Aircraft Deicing	Aircraft Deicing
Aircraft Deicing Containment System	Suggested
ADMINISTRATION	
Land Use Protection Plan	On Record with Aeronautics
Current Master Plan	On Record with Aeronautics and Less Than 10 Years Old
Current Airport Layout Plan	On Record with Aeronautics and Less Than 5 Years Old
Minimum Standards	On Record with Aeronautics
Pavement Management Plan	On Record with Aeronautics
Current Noise Contour Map	On Record with Aeronautics and Less Than 10 Years Old
Legislative Liaison	Legislative Liaison
Airport Manager	Airport Manager
RPZ Ownership	Fee/Easement Ownership of All Existing RPZs

Note: Objectives listed are essential unless noted otherwise

Table 5-3 Intermediate Airports - Facility and Service Objectives	
AIRSIDE	
ARC	B-II
Primary Runway Length	95% of Small Airplanes
Primary Runway Width	75 Feet
Primary Runway Lights	MIRL
Primary Runway Strength	20,000 lbs Single
Taxiway	Partial Parallel, Connector and/or Turn Arounds - 35 Feet Width
Taxiway Lights	MITL
Primary Approach Type	Non-Precision
Primary Approach Lighting System (ALS)	Not an Objective
Visual Aids	PAPI or VASI – Both Runway Ends REILs or ALS – Both Runway Ends Beacon Lighted Wind Cone
Wind Coverage	≥ 95% Coverage
Runway Safety Area (RSA)	Standard RSA on All Paved Runways
LANDSIDE	
Weather Reporting	AWOS/ASOS
Terminal	Terminal
Perimeter Fencing	Wildlife Fence
Hangars	75% of Based Aircraft in Hangars
Lighted Hangar Area	Suggested
Paved Auto Parking	Suggested
SERVICES	
FBO	Suggested
Fuel	100LL
Ground Transportation	Courtesy Car
Pilot Lounge/Planning Room	Suggested
Public Restrooms	Public Restrooms – 24/7
Food	Vending Machines Suggested
Public Phone	Public Phone – 24/7
Aircraft Maintenance	Minor Airframe & Powerplant (A & P)
Aircraft Deicing	Not an Objective
Aircraft Deicing Containment System	Not an Objective
ADMINISTRATION	
Land Use Protection Plan	On Record with Aeronautics
Current Master Plan	On Record with Aeronautics and Less Than 10 Years Old
Current Airport Layout Plan	On Record with Aeronautics and Less Than 5 Years Old
Minimum Standards	On Record with Aeronautics
Pavement Management Plan	On Record with Aeronautics
Current Noise Contour Map	On Record with Aeronautics and Less Than 10 Years Old
Legislative Liaison	Legislative Liaison
Airport Manager	Airport Manager
RPZ Ownership	Fee/Easement Ownership of All Existing RPZs

Note: Objectives listed are essential unless noted otherwise

Table 5-4 Local Paved Airports - Facility and Service Objectives	
AIRSIDE	
ARC	B-II
Primary Runway Length	Maintain Existing Length
Primary Runway Width	75 Feet
Primary Runway Lights	MIRL
Primary Runway Strength	12,500 lbs Single
Taxiway	Maintain Existing Taxiway
Taxiway Lights	Reflectors (MITL Suggested)
Primary Approach Type	Not an Objective
Primary Approach Lighting System (ALS)	Not an Objective
Visual Aids	PAPI – One Runway End (Both Ends Suggested) REIL or ALS – One Runway End (Both Ends Suggested) Beacon Lighted Wind Cone
Wind Coverage	≥ 95% Coverage Suggested
Runway Safety Area (RSA)	Standard RSA on All Paved Runways
LANDSIDE	
Weather Reporting	AWOS/ASOS
Terminal	Not an Objective
Perimeter Fencing	Wildlife Fence
Hangars	50% of Based Aircraft in Hangars
Lighted Hangar Area	Not an Objective
Paved Auto Parking	Suggested
SERVICES	
FBO	Suggested
Fuel	Suggested
Ground Transportation	Suggested
Pilot Lounge/Planning Room	Suggested
Public Restrooms	Suggested
Food	Not an Objective
Public Phone	Public Phone – 24/7
Aircraft Maintenance	Not an Objective
Aircraft Deicing	Not an Objective
Aircraft Deicing Containment System	Not an Objective
ADMINISTRATION	
Land Use Protection Plan	On Record with Aeronautics
Current Master Plan	Suggested On Record and Less Than 15 Years Old
Current Airport Layout Plan	On Record with Aeronautics and Less Than 10 Years Old
Minimum Standards	Suggested
Pavement Management Plan	On record with Aeronautics
Current Noise Contour Map	Suggested
Legislative Liaison	Suggested
Airport Manager	Airport Manager
RPZ Ownership	Suggested

Note: Objectives listed are essential unless noted otherwise

Table 5-5 Local Non-Paved Airports - Facility and Service Objectives	
AIRSIDE	
ARC	A-II
Primary Runway Length	Maintain Existing Length
Primary Runway Width	Maintain Existing Width
Primary Runway Lights	Runway Edge Markers
Primary Runway Strength	Not an Objective
Taxiway	Maintain Existing Taxiway
Taxiway Lights	Not an Objective
Primary Approach Type	Not an Objective
Primary Approach Lighting System (ALS)	Not an Objective
Visual Aids	PAPI – Not an Objective REIL or ALS – Not an Objective Beacon – Not an Objective Wind Cone
Wind Coverage	≥ 95% Coverage Suggested
Runway Safety Area (RSA)	Not an Objective
LANDSIDE	
Weather Reporting	Not an Objective
Terminal	Not an Objective
Perimeter Fencing	Field Fence (4-Strand Barbed Wire)
Hangars	50% of Based Aircraft in Hangars
Lighted Hangar Area	Not an Objective
Paved Auto Parking	Not an Objective
SERVICES	
FBO	Not an Objective
Fuel	Not an Objective
Ground Transportation	Not an Objective
Pilot Lounge/Planning Room	Not an Objective
Public Restrooms	Suggested
Food	Not an Objective
Public Phone - 24/7	Suggested
Aircraft Maintenance	Not an Objective
Aircraft Deicing	Not an Objective
Aircraft Deicing Containment System	Not an Objective
ADMINISTRATION	
Land Use Protection Plan	Not an Objective
Current Master Plan	Suggested On Record and Less Than 15 Years Old
Current Airport Layout Plan	Suggested On Record and Less Than 10 Years Old
Minimum Standards	Not an Objective
Pavement Management Plan	Not an Objective
Current Noise Contour Map	Not an Objective
Legislative Liaison	Not an Objective
Airport Manager	Suggested
RPZ Ownership	Suggested

Note: Objectives listed are essential unless noted otherwise

5.2 Airport Layout Plan

An ALP shows the existing and planned facilities at an airport; these facilities include runways, taxiways, terminal areas and building areas. Also depicted on an ALP are the existing and planned approaches to each runway, the FAA Part 77 Surfaces and any associated obstructions, existing and planned airport property ownership, and surrounding land uses. It is important that an ALP be current and shows the existing and planned facilities, airspace obstructions, property ownership, and land use. **Table 5-6** shows the ALP objectives by classification of airport.

Table 5-6
Airport Layout Plan Objective

Classification	Objective
Commercial Service Airports	Less than 5 years old and on record with Aeronautics
Business Airports	Less than 5 years old and on record with Aeronautics
Intermediate Airports	Less than 5 years old and on record with Aeronautics
Local Paved Airports	Less than 10 years old and on record with Aeronautics
Local Non-Paved Airports	Less than 10 years old and on record with Aeronautics Suggested

In order for an airport to be eligible to receive state funding, Aeronautics must have on record an approved and current ALP.

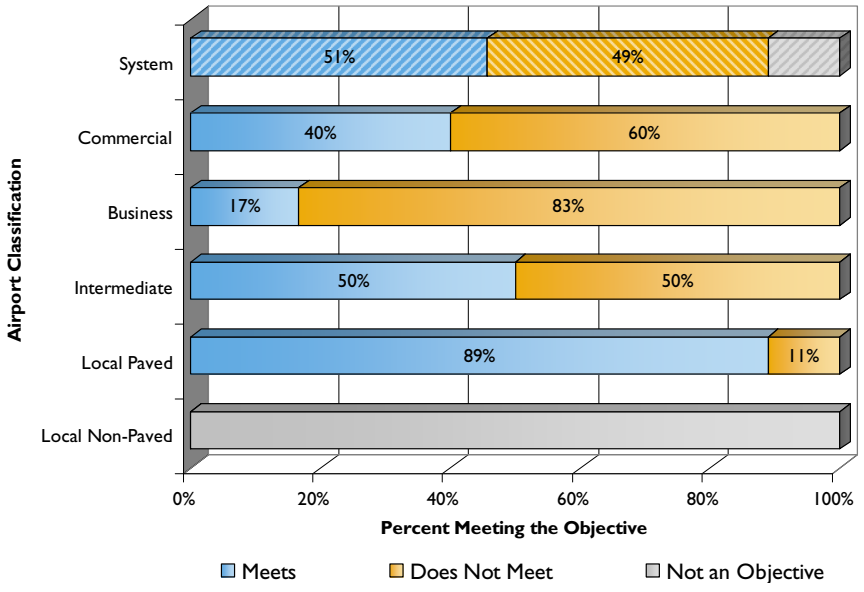
5.2.2 System Performance – Airport Layout Plan

Table 5-7 lists airport not meeting the objective. Eleven of the airports not meeting the objective currently have an ALP update in progress. Fifty-one percent of the airports meet the ALP objective as shown in **Chart 5-1**.

Table 5-7
Airport Layout Plan Objective - Airports Not Meeting Objective

Airport	Existing	Plan Needed to Meet Objective
Gillette	ALP Greater than 5 years old*	Update ALP
Jackson	ALP Greater than 5 years old*	Update ALP
Laramie	ALP Greater than 5 years old*	Update ALP
Riverton	ALP Greater than 5 years old*	Update ALP
Rock Springs	ALP Greater than 5 years old	Update ALP
Worland	ALP Greater than 5 years old	Update ALP
Afton	ALP Greater than 5 years old	Update ALP
Douglas	ALP Greater than 5 years old	Update ALP
Evanston	ALP Greater than 5 years old*	Update ALP
Pinedale	ALP Greater than 5 years old*	Update ALP
Saratoga	ALP Greater than 5 years old	Update ALP
Guernsey	ALP Greater than 5 years old*	Update ALP
Lander	ALP Greater than 5 years old*	Update ALP
Powell	ALP Greater than 5 years old*	Update ALP
Rawlins	ALP Greater than 5 years old*	Update ALP
Torrington	ALP Greater than 5 years old	Update ALP
Cokeville	None*	Update ALP
Note: *ALP Update in progress		

Chart 5-1
Airport Layout Plan Objective - System Performance



5.3 Airport Reference Codes

The ARCs set for each classification of airports are minimum objectives. The actual ARC for each airport should be determined at the master planning level and should be for the most demanding or "critical" aircraft using or forecast to use an airport. To design a facility to accommodate the demands of a critical aircraft, the activity of this aircraft should be approximately 500 annual operations. This activity can be either existing or future anticipated use. The minimum objectives for ARC by classification of airport are presented in the following sections.

5.3.1 Commercial Service Airports

Commercial Service Airports are intended to serve major populations, economic centers and areas of tourism providing a connection to national and global economies; they are designed to accommodate commercial air service and business general aviation activity consistent with user demand.

It was determined that in order to meet current and future demands, Commercial Service Airports should be designed to at least ARC C-II standards. Some Commercial Service Airports have a need for higher ARCs which should be accommodated and planned for in the Airport Master Plan. ARC C-II allows the Commercial Service Airports to accommodate the existing air carrier aircraft currently serving Wyoming and should be adequate to accommodate future changes in the airline fleet.

ARC C-II accommodates aircraft with approach speeds of 121 knots or more but less than 141 knots and wingspans of 49 feet up to but not including 79 feet. A few examples of aircraft types included in this ARC include the popular business sized jets including the Lear Jets 35 and 60, Falcon 50 and Gulfstreams 100, 150, and 200. The commercial service aircraft currently serving the State of Wyoming and their associated ARCs are shown in **Table 5-8.**

Table 5-8
2008 Commercial Service Aircraft Operating in Wyoming

Aircraft Identifier	Description	Aircraft Reference Code (ARC)
BE1	Beech 1900D	B-II
CRJ	CRJ 200	C-II
CRJ7[1]	CRJ 700	C-II
DH2	Dash 8-200	B-II
EM2	Embraer Brasilia	B-II
B757[1]	Boeing 757	C-IV
A319[1]	Airbus 319	C-III
Note: [1] Used only at Jackson Hole Airport for seasonal service		

Source: Official Airline Guide, Boeing (www.boeing.com), *Jane's All the World's Aircraft* (2004-2005)

5.3.2 Business Airports

Business Airports are intended to serve multi-county areas and economic centers providing a connection to state and national economies; they are intended to accommodate larger business jet activity and support tourism and recreational demand.

To meet current and future demands of a Business Airport and to aid in support of a multi-county economy, ARC C-II design standards should also be the minimum design standards applied to this classification of airport. This standard allows Business Airports to accommodate the popular business sized jet aircraft listed in **Table 3-5**. As with the Commercial Service Airports, some Business Airports may have a need for increased ARCs which should be accommodated and planned for locally through the airport master planning process.

5.3.3 Intermediate Airports

Intermediate Airports are intended to serve counties and medium to small communities to support local economies and accommodate medium to small business jet activity and recreational users.

To meet this intended use, an ARC of B-II has been assigned to Intermediate Airports. This design standard accommodates smaller business jets such as Cessna Citation 500 series and turbo-props such as the Beech King Air Series which are commonly seen at these airports.

5.3.4 Local Airports

Local Airports are intended to serve small communities and have the basic facilities to accommodate business, training, and recreational users and support emergency use.

A minimum design standard of ARC B-II has been established for Local Paved Airports. For Local Non-Paved Airports, an ARC of A-II has been established as the objective. ARC A-II aircraft are generally characterized by small single or twin engine, piston aircraft.

5.3.4.1 System Performance – ARC

Table 5-9 summarizes the ARC objective for each airport classification.

Table 5-9
ARC Objective

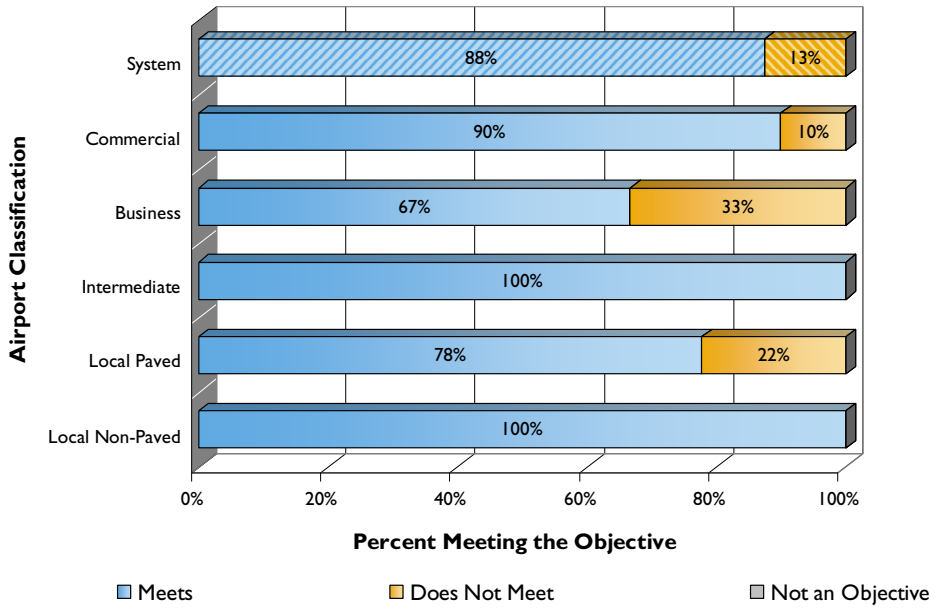
Classification	ARC Objective
Commercial Service Airports	C-II
Business Airports	C-II
Intermediate Airports	B-II
Local Paved Airports	B-II
Local Non-Paved Airports	A-II

Only five airports in the Wyoming Aviation System do not meet the minimum ARC objective and are shown in **Table 5-10.** Eighty-eight percent of the airports in Wyoming meet the ARC objective as shown in **Chart 5-2.**

Table 5-10
ARC Objective - Airports Not Meeting Objective

Airport	Existing ARC	ARC Objective
Worland	B-II	C-II
Douglas	B-II	C-II
Evanston	B-II	C-II
Cokeville	B-I	B-II
Thermopolis	B-I	B-II

Chart 5-2
ARC Objective - System Performance



5.4 Primary Runway Approach Lighting Systems

There are several approach lighting systems used to augment the selected instrument approach. These systems provide visual guidance to the approaching pilot to aid in runway alignment and lead-in guidance as well as roll guidance. These systems typically include a MALS, a MALSR , and ODALS.

The MALS consists of an array of lead-in lights extending outward from the threshold of the runway in the direction of the approaching aircraft and on the extended runway centerline. The MALS function to provide lead-in visual guidance to the approaching pilot as well as some degree of roll guidance. This system is typically installed in conjunction with non-precision instrument approaches.

The MALSR is similar to the MALS in that it also provides lead-in visual guidance but this system has additional sequenced flashing lights to provide a greater degree of roll guidance. The MALSR is typically installed in conjunction with a precision instrument approach.

The ODALS system also extends outward from the runway threshold in the approach and on the runway centerline and provides visual guidance for non-precision instrument runways. The ODALS system is used for straight-in and circling approaches and does not provide roll guidance. Although the ODALS system is an approved and safe technology, it is no longer manufactured.

Table 5-11 shows the primary runway approach lighting system objective for each classification.

Table 5-11
Primary Runway Approach Lighting System Objective

Classification	Objective
Commercial Service Airports	MALSR
Business Airports	MALSR Suggested
Intermediate Airports	Not an Objective
Local Paved Airports	Not an Objective
Local Non-Paved Airports	Not an Objective

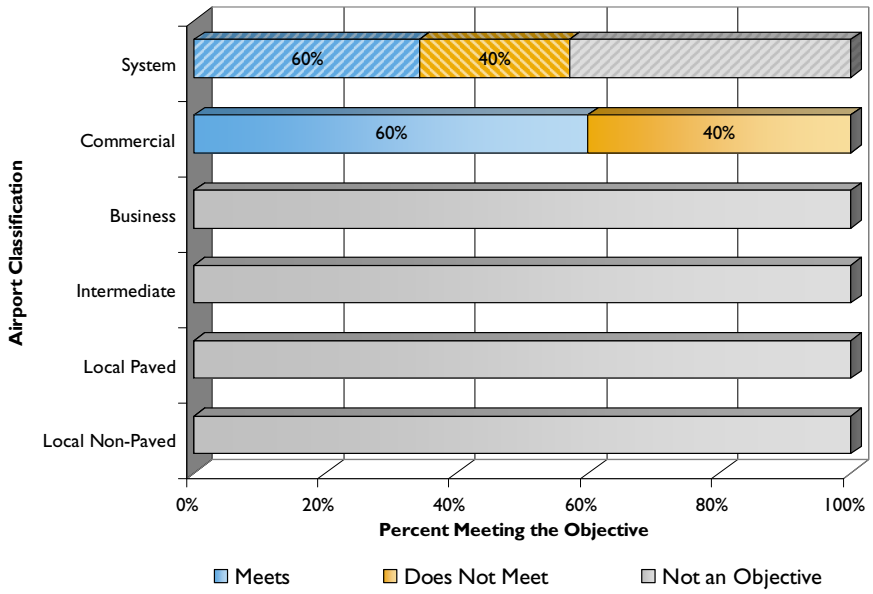
5.4.1 System Performance – Primary Runway Approach Lighting Systems

Airports not meeting the objective are shown in **Table 5-12**. The primary runway approach lighting system is an objective for only the Commercial Service Airports. As shown in **Chart 5-3**, 60% of these airports meet the approach lighting objective.

Table 5-12
Primary Runway Approach Lighting System - Airports Not Meeting Objective

Airport	Existing Approach Lighting	Approach Lighting Objective
Cody	NONE	MALSR
Jackson	MALS	MALSR
Laramie	NONE	MALSR
Worland	NONE	MALSR

Chart 5-3
Primary Runway Approach Lighting System Objective - System Performance



5.5 Primary Runway Instrument Approach Type

Inclement weather can have an impact on the usability of any aviation facility. Providing instrument approaches at an airport supplies pilots with a tool allowing for greater ability to land and takeoff during these times. Pilots either operate under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR).

There are three main types of approaches to an airport and they include: visual, non-precision and precision approaches. Visual approaches are completed under the visual guidance of the pilot whereas non-precision instrument approach provides course guidance to the facility, and a precision instrument approaches provides both course and vertical guidance. For precision and non-precision approaches, varying combinations of approach lighting systems, runway edge lighting and other airport facilities can lower the visibility minimums of a given approach. **Table 5-13** lists the objectives by classification for approach type.

Table 5-13
Primary Runway Instrument Approach Type Objective

Classification	Approach Objective
Commercial Service Airports	Precision
Business Airports	Non-Precision
Intermediate Airports	Non-Precision
Local Airports	Not an Objective
Local Non-Paved Airports	Not an Objective

5.5.1 System Performance – Primary Runway Instrument Approach Type

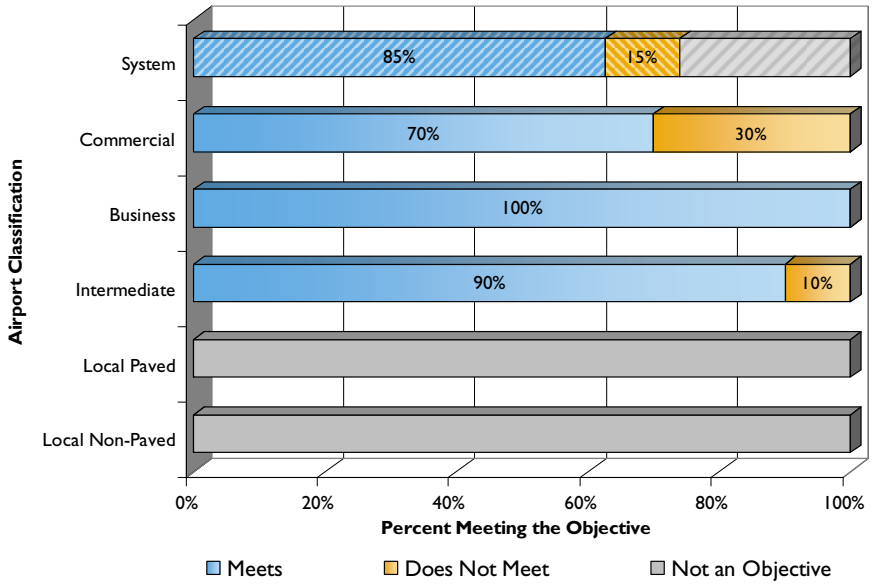
Four airports (three Commercial and one Intermediate) do not meet the primary runway instrument approach type objective. These airports are shown in **Table 5-14**. Eighty-five percent of the airports in the system meet the primary instrument approach type objective as shown in **Chart 5-4**.

Table 5-14
Primary Runway Instrument Approach Type Objective - Airports Not Meeting Objective

Airport	Existing Approach	Approach Objective
Cody	Non-precision	Precision
Laramie*	Non-precision	Precision
Worland**	Non-precision	Precision
Lander	Visual	Non-Precision

Note: *Laramie has a precision approach to the secondary runway.
**Does not meet FAA runway/taxiway separation standards for a precision approach with visibility minimums lower than ¾ statute miles

Chart 5-4
Primary Runway Instrument Approach Type Objective - System Performance



5.6 Paved Auto Parking

Paved auto parking is essential at Commercial Service and Business Airports; it is suggested at Intermediate and Local Airports. Paved auto parking areas help to reduce dust and the potential for foreign object debris (FOD) from being transferred onto airport aprons, hangar areas and other surfaces by vehicle traffic providing for a safer airport environment. Paved auto parking also provides more accessible access to airport facilities, helping to provide accessible transportation options to the Wyoming population.

The objectives for paved auto parking are shown in **Table 5-15**.

Table 5-15
Paved Auto Parking Objective

Classification	Objective
Commercial Service Airports	Essential
Business Airports	Essential
Intermediate Airports	Suggested
Local Paved Airports	Suggested
Local Non-Paved Airports	Not an Objective

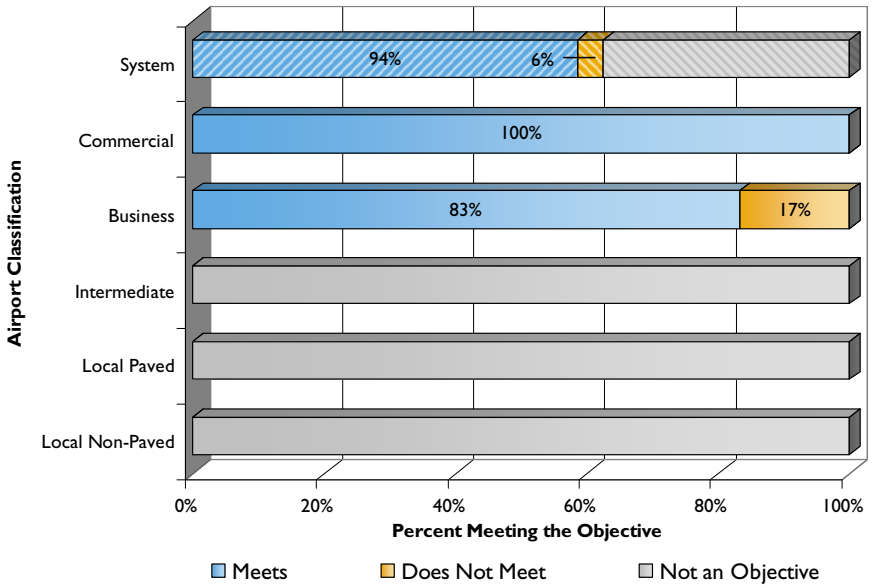
5.6.1 System Performance – Paved Auto Parking

The one airport not meeting this objective is shown in **Table 5-16**. Ninety-four percent of airports in the system meet the paved auto parking objective. System performance of the objective is shown in **Chart 5-5**.

Table 5-16
Paved Auto Parking Objective - Airports Not Meeting Objective

Airport	Existing Paved Auto Parking	Paved Auto Parking Needed to Meet Objective
Greybull	Unpaved	Essential

Chart 5-5
Paved Auto Parking Objective - System Performance



5.7 Deicing

A deicing system is generally operated by the airport, an airline or an FBO. Deicing systems aid in allowing aircraft to fly during inclement weather conditions providing more reliable transportation options. Ice accumulation on an aircraft's wings and other surfaces is a safety hazard. Deicing facilities can also aid in attracting transient airport users, especially those traveling for business purposes.

Deicing containment systems are important in order to capture deicing fluid, a glycol substance, and prevent it from entering the ground and nearby water sources. Glycol runoff is harmful to nature as it uses oxygen while it breaks down.

The deicing objective for each classification is shown in **Table 5-17**.

Table 5-17
Deicing & Deicing Containment System Objectives

Classification	Objective
Commercial Service Airports	Deicing System
	Containment System
Business Airports	Deicing System
	Containment System – Suggested
Intermediate Airports	Not an Objective
Local Paved Airports	Not an Objective
Local Non-Paved Airports	Not an Objective

5.7.1 System Performance – Deicing

Eighty-one percent of airports in the system meet both of the deicing system objectives. While all but one Commercial Service Airport have aircraft deicing, many do not have a deicing containment system. Two of the Business Airports do not have a deicing system. **Table 5-18** shows the airports which do not meet the deicing system objective for their respective classification. System performance of this objective is shown in **Charts 5-6** and **5-7**.

Table 5-18
Deicing Objective - Airports Not Meeting Objective

Airport	Existing Facility	Facilities Needed to Meet Objective
Cody	No Containment System for Aircraft Deicing	Aircraft Deicing with Containment System
Jackson	No Containment System for Aircraft Deicing	Aircraft Deicing with Containment System
Laramie	No Containment System for Aircraft Deicing	Aircraft Deicing with Containment System
Riverton	No Containment System for Aircraft Deicing	Aircraft Deicing with Containment System
Rocks Springs	No Containment System for Aircraft Deicing	Aircraft Deicing with Containment System
Worland	No Aircraft Deicing	Aircraft Deicing with Containment System
Douglas	No Aircraft Deicing	Aircraft Deicing
		Containment System Suggested
Greybull	No Aircraft Deicing	Aircraft Deicing
		Containment System Suggested

Chart 5-6
Deicing System Objective - System Performance

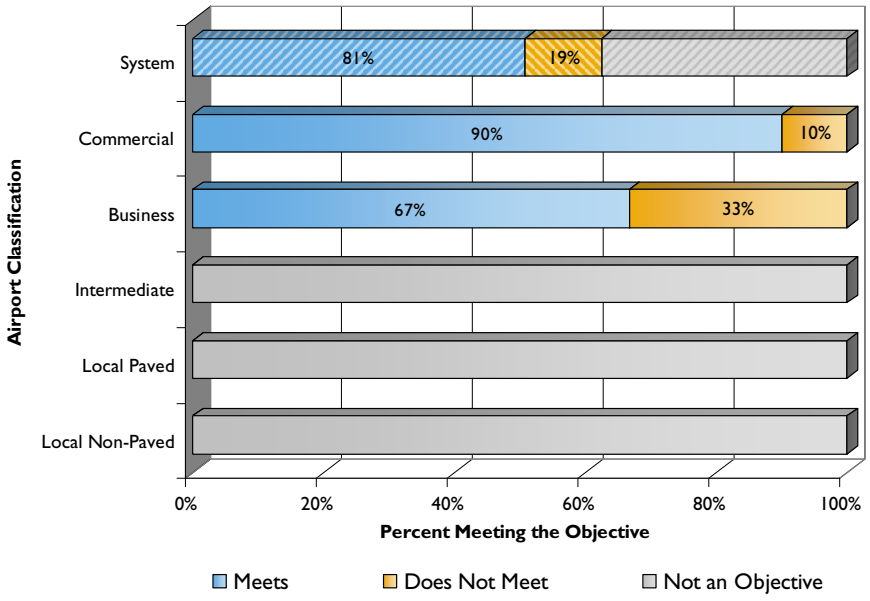
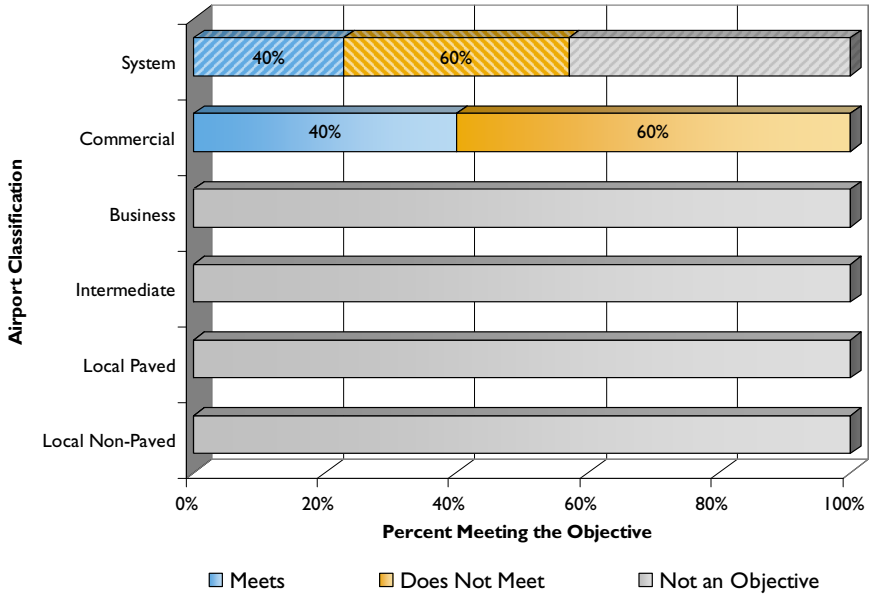


Chart 5-7
Deicing Containment Objective- System Performance



5.8 Perimeter Fencing

For security and wildlife protection of the airport facility, each airport in the Wyoming Aviation System should have perimeter fencing. This is especially critical at the Commercial Service, Business and Intermediate Airports. Perimeter fencing can be described as *Security*, *Wildlife* or *Field Fence.*

Security Fencing is nine-foot-high chain-link fencing. This is typically installed at Commercial Service Airports. Wildlife Fencing is six to eight foot high woven fence designed to keep wildlife out of the airport environment. Field Fence is four-strand barbed wire fence functioning to physically delineate the airport property.

The perimeter fencing objectives are shown in **Table 5-19**.

Table 5-19
Perimeter Fencing Objective

Classification	Objective
Commercial Service Airports	Security or Wildlife Fence
Business Airports	Wildlife Fence
Intermediate Airports	Wildlife Fence
Local Paved Airports	Wildlife Fence
Local Non-Paved Airports	Field Fence

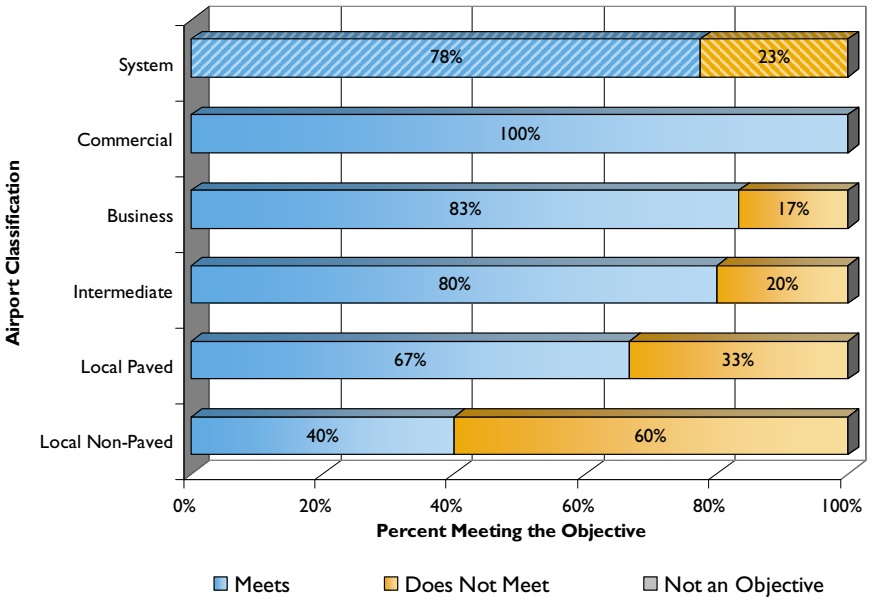
5.8.1 System Performance – Perimeter Fencing

Airports not meeting the perimeter fencing objectives are shown in **Table 5-20**. Seventy-eight percent of the airports meet the perimeter fencing objective as shown in **Chart 5-8**.

Table 5-20
Perimeter Fencing Objective - Airports Not Meeting Objective

Airport	Existing Fencing	Perimeter Fencing Needed to Meet Objective
Afton	Field Fence	Wildlife Fence
Guernsey	Security Fence – Not Perimeter	Wildlife Fence
Wheatland	Field Fence	Wildlife Fence
Cokeville	Field Fence	Wildlife Fence
Cowlely	Field Fence	Wildlife Fence
Glendo (non-paved)	No Fence	Wildlife Fence
Green River (non-paved)	Field Fence – Not Perimeter	Field Fence
Medicine Bow (non-paved)	No Fence	Field Fence
Pine Bluffs	Field Fence	Wildlife Fence

Chart 5-8
Perimeter Fencing Objective - System Performance



5.9 Fixed Based Operator

An FBO is an aviation business located at an airport. An FBO can serve in many different capacities and offer many different combinations of services. Typically, an FBO offers some combination of flight instruction and flight ground school, fuel services, pilot flight planning facilities, lounge, restrooms, phone, food, conference centers, aircraft rental and sales, aircraft maintenance and inspection, charter operations, deicing services, etc. The availability of these services to the flying community aids in attracting pilots to the airport thereby adding to the economic viability of the airport. These amenities not only aid in attracting transient pilots but are generally seen as attractants for pilots and business when selecting which airport to frequent or base their aircraft.

Local influence is a key component to attracting and retaining an FBO. Therefore, this service objective is "suggested" at each airport in the system, with the exception of Local Non-Paved, as its success requires that an FBO is available to operate at the airport and that local conditions (lease agreements, facilities, adequate client base) are sufficient for an FBO to be successful.

If an FBO is not present on an airport, the sponsor may offer basic services such as a small terminal building, restrooms, phone, fuel and ground transportation.

5.10 Food Choices

It is desired that Commercial Service, Business and Intermediate Airports have food choices available to airport users. For Commercial Service Airports it is suggested that each airport have a restaurant. A restaurant is important for both business and leisure travelers using commercial service for air travel. Restaurants also serve as a destination or point of interest drawing users to the airport. At Business and Intermediate Airports, it is suggested that each airport have vending services available to airport users. These services typically include beverages and small snacks. Food is not an objective for all Local Airports. The food objectives are shown in **Table 5-21**.

Table 5-21
Food Objective

Classification	Food Objective
Commercial Service Airports	Restaurant Suggested
Business Airports	Vending Machines Suggested
Intermediate Airports	Vending Machines Suggested
Local Paved Airports	Not an Objective
Local Non-Paved Airports	Not an Objective

5.10.1 System Performance – Food Objective

Since it is suggested and not essential that Commercial Service, Business and Intermediate Airports have food available for airport users, this objective is not analyzed in the system performance.

5.11 Fuel

It is essential that Commercial Service and Business Airports offer both Jet A and 100LL fuel to airport users. Jet A fuel is important to these two classifications of airports because commercial aircraft and a large majority of the business aircraft frequently using these airports require Jet A fuel. Smaller general aviation aircraft often use 100LL fuel. Fuel services and facilities at an airport, especially when owned by the airport sponsor, add to the economic viability of an airport.

The fuel objective for each classification is presented in **Table 5-22**.

Table 5-22
Fuel Objective

Classification	Objective
Commercial Service Airports	Jet A & 100LL
Business Airports	Jet A & 100LL
Intermediate Airports	100LL
Local Paved Airports	Fuel Suggested
Local Non-Paved Airports	Not an Objective

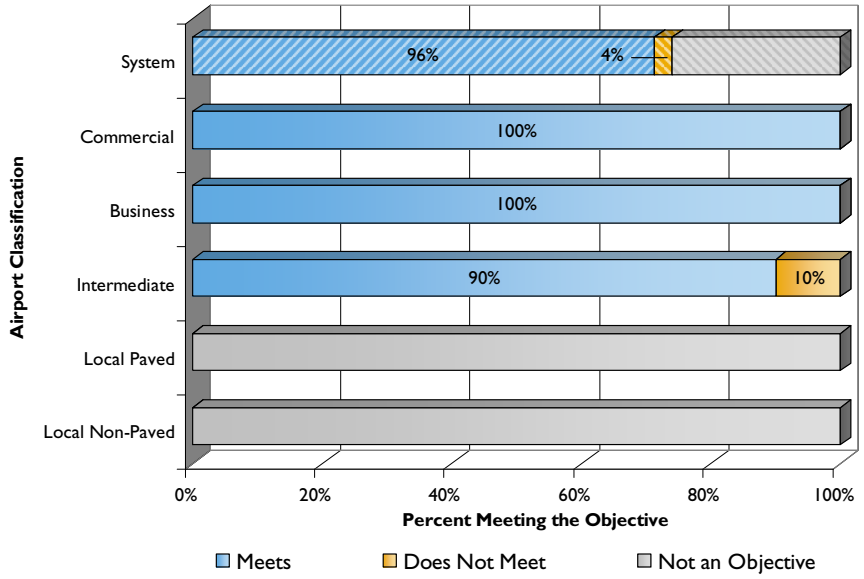
5.11.1 System Performance – Fuel

Only one airport, an Intermediate Airport, does not meet the objective and is shown in **Table 5-23**. Ninety-six percent of the airports meet the fuel objective. System performance of this objective is shown in **Chart 5-9**.

Table 5-23
Fuel Objective - Airports Not Meeting Objective

Airport	Existing Fueling	Fuel Needed to Meet Objective
Wheatland	None	100LL

Chart 5-9
Fuel Objective - System Performance



5.12 Ground Transportation

Adequate ground transportation is necessary to connect the flying community with the city or region the airport serves. Adequate ground transportation can be accomplished with on-airport car rental facilities, an airport courtesy car or a combination thereof.

Ground transportation objectives are presented in **Table 5-24.**

Table 5-24
Ground Transportation Objective

Classification	Objective
Commercial Service Airports	On-Airport Car Rental Facilities
Business Airports	Courtesy Car
Intermediate Airports	Courtesy Car
Local Paved Airports	Suggested
Local Non-Paved Airports	Not an Objective

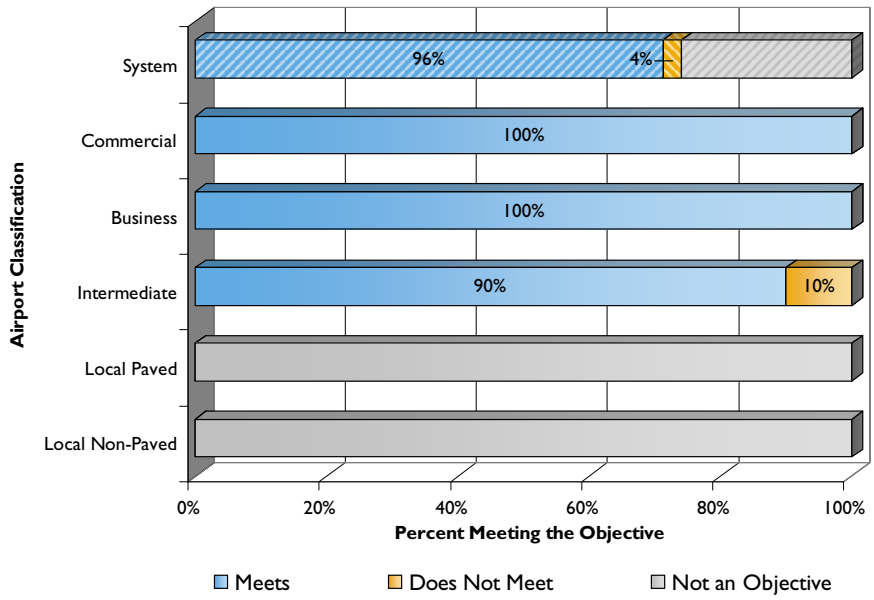
5.12.1 System Performance – Ground Transportation

Ninety-six percent of airports meet the ground transportation objective. One Intermediate Airport had no ground transportation available to airport users and does not meet the objective. The one airport not meeting the objective is listed in **Table 5-25** and system performance of the objective is shown in **Chart 5-10**.

Table 5-25
Ground Transportation Objective - Airports Not Meeting Objective

Airport	Existing Ground Transportation	Ground Transportation Needed to Meet Objective
Wheatland	None	Courtesy Car

Chart 5-10
Ground Transportation Objective - System Performance



5.13 Hangars

Hangars provide shelter for aircraft. Many Wyoming aircraft owners desire to hangar their aircraft due to the severe winter weather experienced in the region. Hangars are also desirable for transient pilots who prefer to hangar their aircraft during overnight stays. Having hangars available aids in attracting transient pilots and corporate travelers and are generally seen as attractants for pilots and business when selecting which airport to frequent or base their aircraft. **Table 5-26** describes the hangar objectives by airport classification.

Table 5-26
Hangar Objective

Classification	Objective
Commercial Service Airports	100% of Based Aircraft
Business Airports	100% of Based Aircraft
Intermediate Airports	75% of Based Aircraft
Local Paved Airports	50% of Based Aircraft
Local Non-Paved Airports	50% of Based Aircraft

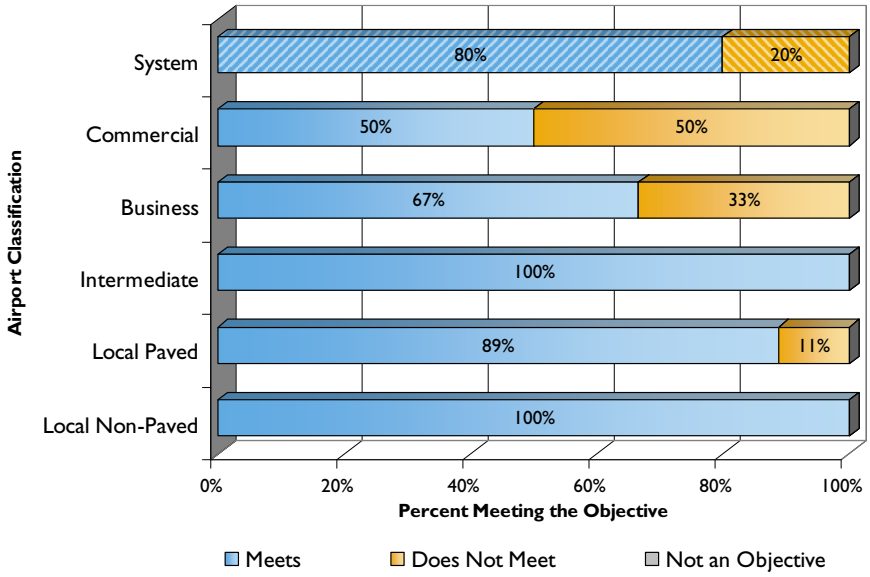
5.13.1 System Performance - Hangar

Individual airports not meeting the objective are listed in **Table 5-27**. Eighty percent of airports meet the hangar objective as shown in **Chart 5-11**.

Table 5-27
Hangar Objective - Airports Not Meeting Objective

Airport	Existing Based Aircraft in Hangars	Percent of Based Aircraft in Hangars Needed to Meet Objective
Cheyenne	50% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars
Cody	75% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars
Riverton	75% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars
Rocks Springs	75% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars
Sheridan	75% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars
Greybull	75% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars
Pinedale	75% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars
Lusk	Unknown	50% of Based Aircraft in Hangars

Chart 5-11
Hangar Objective - System Performance



5.14 Lighted Hangar Area

It is important to have safe and secure airports for airport users and the general public. Lighted hangar areas help to provide this safe and secure environment. In addition, lighted hangar areas can also result in lower insurance premiums for based aircraft and hangar owners. Lighted hangar areas can be achieved through exterior lights above hangar doors or through light posts installed throughout a hangar area. It is essential that Commercial Service and Business Airports have lighted hangar areas. It is suggested that Intermediate Airports have lighted hangar areas. A lighted hangar area is not an objective for Local Airports.

The lighted hangar area objective by classification is presented in **Table 5-28**.

Table 5-28
Lighted Hangar Area Objective

Classification	Objective
Commercial Service Airports	Lighted Hangar Area
Business Airports	Lighted Hangar Area
Intermediate Airports	Suggested
Local Paved Airports	Not an Objective
Local Non-Paved Airports	Not an Objective

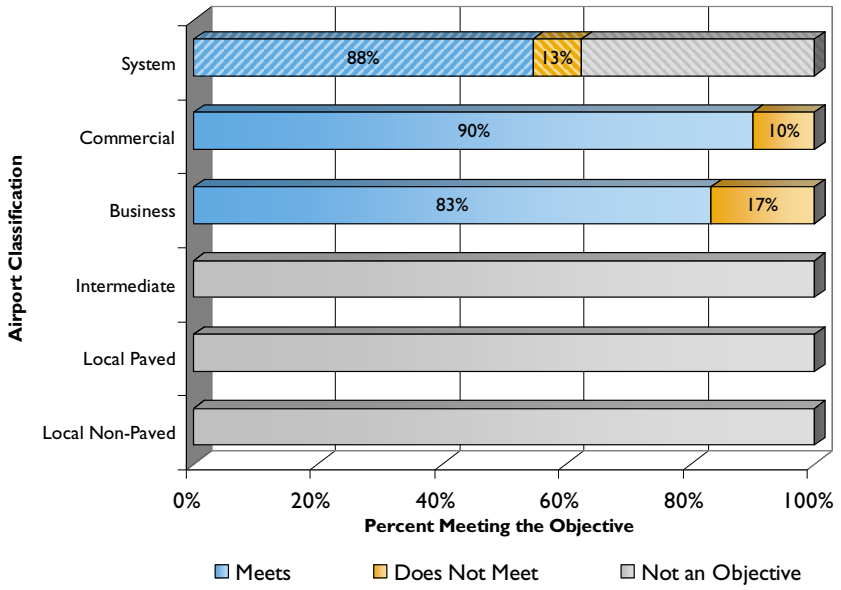
5.14.1 System Performance – Lighted Hangar Area

Two airports (one Commercial Service and one Business) do not meet the objective and are listed in **Table 5-29**. Eighty-eight percent of airports meet the lighted hangar area objective. **Chart 5-12** portrays the system performance of this objective.

Table 5-29
Lighted Hangar Area Objective - Airports Not Meeting Objective

Airport	Existing Lighting	Facility Needed to Meet Objective
Cheyenne	No Lighting	Add Lighting
Saratoga	No Lighting	Add Lighting

Chart 5-12
Lighted Hangar Area Objective - System Performance



5.15 Land Use Protection Plan

A Land Use Protection Plan is a local ordinance controlling the height of structures and objects of natural growth and otherwise regulating the use of the property within the vicinity of the airport through the removal and control of such hazards. Airport hazards endanger the lives and property of users and property or occupants of the land in the airport vicinity. In addition, the hazard can reduce the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment.

It is essential that all airports in the system with paved runways have a Land Use Protection Plan on record with Aeronautics as shown in **Table 5-30**.

Table 5-30
Land Use Protection Plan Objective

Classification	Objective
Commercial Service Airports	On record with Aeronautics
Business Airports	On record with Aeronautics
Intermediate Airports	On record with Aeronautics
Local Paved Airports	On record with Aeronautics
Local Non-Paved Airports	Not an Objective

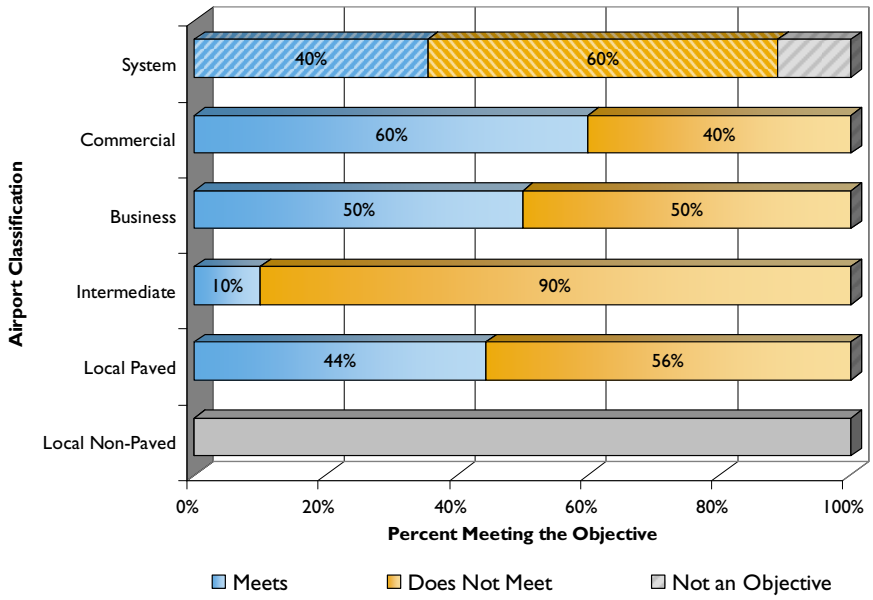
5.15.1 System Performance – Land Use Protection Plan

Airports not meeting the objective are listed in **Table 5-31**. Forty percent of the airports meet the Land Use Protection Plan objective as shown in **Chart 5-13**.

Table 5-31
Land Use Protection Plan Objective - Airports Not Meeting Objective

Airport	Existing	Plan Needed to Meet Objective
Casper	None	Complete Plan and File with Aeronautics
Jackson	None	Complete Plan and File with Aeronautics
Laramie	None	Complete Plan and File with Aeronautics
Worland	None	Complete Plan and File with Aeronautics
Greybull	None	Complete Plan and File with Aeronautics
Pinedale	None	Complete Plan and File with Aeronautics
Saratoga	None	Complete Plan and File with Aeronautics
Big Piney	None	Complete Plan and File with Aeronautics
Buffalo	None	Complete Plan and File with Aeronautics
Guernsey	None	Complete Plan and File with Aeronautics
Lander	None	Complete Plan and File with Aeronautics
Newcastle	None	Complete Plan and File with Aeronautics
Powell	None	Complete Plan and File with Aeronautics
Rawlins	None	Complete Plan and File with Aeronautics
Torrington	None	Complete Plan and File with Aeronautics
Wheatland	None	Complete Plan and File with Aeronautics
Cowley	None	Complete Plan and File with Aeronautics
Dixon	None	Complete Plan and File with Aeronautics
Fort Bridger	None	Complete Plan and File with Aeronautics
Lusk	None	Complete Plan and File with Aeronautics
Thermopolis	None	Complete Plan and File with Aeronautics

Chart 5-13
Land Use Protection Plan Objective - System Performance



5.16 Legislative Liaison

A legislative liaison is someone who monitors legislative proceedings and lobbies on behalf of the airport and the airport issues impacting all airports in the Wyoming system. In many cases, the airport manager is designated the legislative liaison while at other airports the sponsor may designate another individual. It is important to designate an individual as an airport's legislative liaison in order to have someone who can contact legislators when legislation or actions which impact airports and aviation are under consideration. It is also important that the legislative liaison for each airport is on record with Aeronautics.

The legislative liaison objectives by classification are shown in **Table 5-32**.

Table 5-32
Legislative Liaison Objective

Classification	Objective
Commercial Service Airports	Legislative Liaison
Business Airports	Legislative Liaison
Intermediate Airports	Suggested
Local Paved Airports	Suggested
Local Non-Paved Airports	Not an Objective

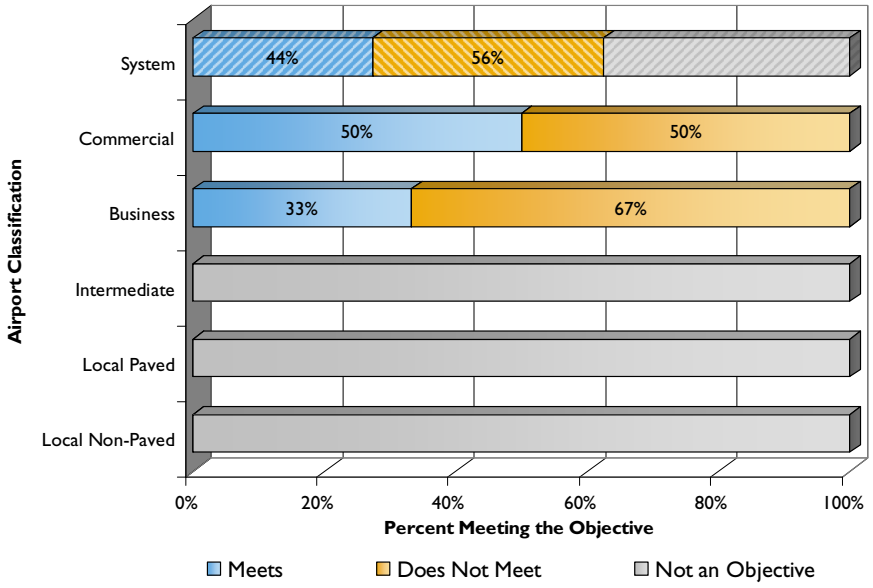
5.16.1 System Performance – Legislative Liaison

Table 5-33 shows the airports not meeting this objective. As shown in **Chart 5-14**, 44% of airports meet the legislative liaison objective.

Table 5-33
Legislative Liaison Objective - Airports Not Meeting Objective

Airport	Existing	Designation Needed to Meet Objective
Cody	No Legislative Liaison	Designate a Legislative Liaison
Riverton	No Legislative Liaison	Designate a Legislative Liaison
Rock Springs	No Legislative Liaison	Designate a Legislative Liaison
Sheridan	No Legislative Liaison	Designate a Legislative Liaison
Worland	No Legislative Liaison	Designate a Legislative Liaison
Afton	No Legislative Liaison	Designate a Legislative Liaison
Evanston	No Legislative Liaison	Designate a Legislative Liaison
Greybull	No Legislative Liaison	Designate a Legislative Liaison
Saratoga	No Legislative Liaison	Designate a Legislative Liaison

Chart 5-14
Legislative Liaison - System Performance



5.17 Aircraft Maintenance

Aircraft Maintenance is most often offered by FBOs located on the airport who perform major or minor airframe and/or powerplant services. The availability of this service to the flying community aids in attracting pilots to the airport thereby adding to the economic viability of the airport.

The aircraft maintenance objective for each classification is shown in **Table 5-34**.

Table 5-34
Aircraft Maintenance Objective

Classification	Objective
Commercial Service Airports	Major Airframe & Powerplant
Business Airports	Major Airframe & Powerplant
Intermediate Airports	Minor Airframe & Powerplant
Local Paved Airports	Not an Objective
Local Non-Paved Airports	Not an Objective

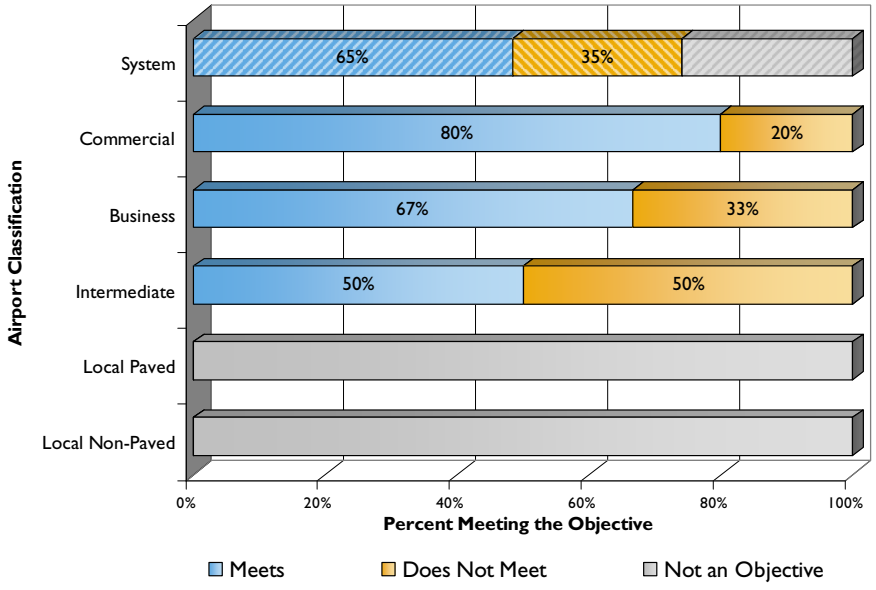
5.17.1 System Performance – Aircraft Maintenance

The airports not meeting the objective are shown in **Table 5-35**. Sixty-five percent of airports meet the aircraft maintenance objective as shown in **Chart 5-15**.

Table 5-35
Aircraft Maintenance Objective - Airports Not Meeting Objective

Airport	Existing	Service Needed to Meet Objective
Laramie	Minor Airframe	Major Airframe & Powerplant
Rock Springs	None	Major Airframe & Powerplant
Evanston	Minor Airframe & Powerplant	Major Airframe & Powerplant
Saratoga	Minor Airframe &Powerplant	Major Airframe & Powerplant
Big Piney	None	Minor Airframe & Powerplant
Guernsey	None	Minor Airframe & Powerplant
Kemmerer	None	Minor Airframe & Powerplant
Newcastle	None	Minor Airframe & Powerplant
Wheatland	None	Minor Airframe & Powerplant

Chart 5-15
Aircraft Maintenance Objective - System Performance



5.18 Airport Manager

It is essential that all Commercial Service, Business, Intermediate and Local Paved Airports have an airport manager, or someone designated by the sponsor to conduct airport manager duties. Generally, an airport manager oversees daily operation of the airport, acts as a liaison with city officials, oversees airport development projects, manages relations with airport users, promotes the airport, and is the sponsor representative to the FAA and Aeronautics.

The objectives for airport manager by classification are shown in **Table 5-36**.

Table 5-36
Airport Manager Objective

Classification	Objective
Commercial Service Airports	Airport Manager
Business Airports	Airport Manager
Intermediate Airports	Airport Manager
Local Paved Airports	Airport Manager
Local Non-Paved Airports	Suggested

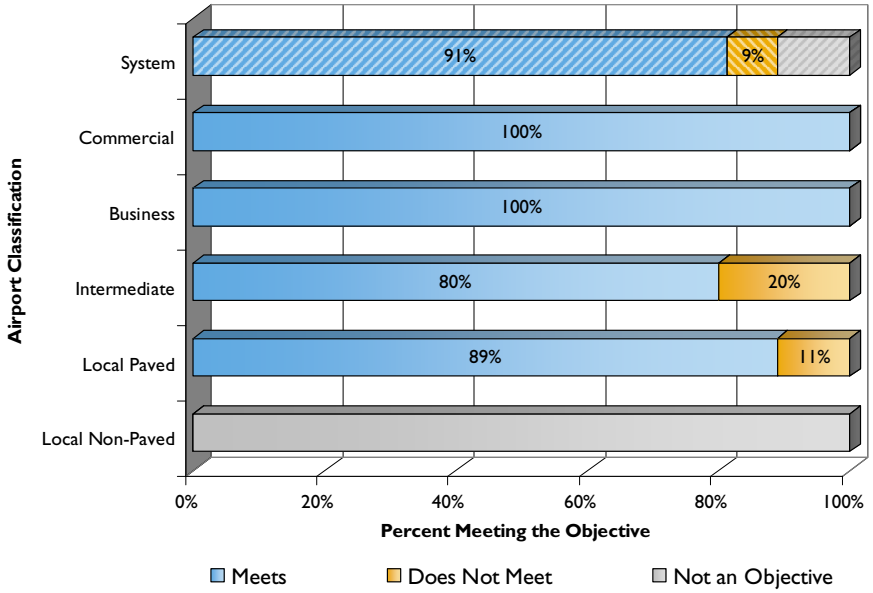
5.18.1 System Performance – Airport Manager

Table 5-37 lists the airports not meeting the airport manager objective. As shown in **Chart 5-16**, all Commercial Service and Business Airports in the system meet the airport manager objective. Two Intermediate and one Local Airports do not meet the objective.

Table 5-37
Airport Manager Objective - Airports Not Meeting Objective

Airport	Existing	Designation Needed to Meet Objective
Guernsey	No Airport Manager	Designate an Airport Manager
Wheatland	No Airport Manager	Designate an Airport Manager
Dixon	No Airport Manager	Designate an Airport Manager

Chart 5-16
Airport Manager Objective - System Performance



5.19 Airport Master Plan

Airport Master Plans are important tools for evaluating the existing facilities at an airport, forecasting future demand, evaluating existing facilities against demand, planning for future upgrades to the facility, studying project alternatives, estimating future investments and a general analysis of potential environmental impacts. Master Plans are the most accurate forecast of airport demand and facility needs and serve as a valuable tool in developing an airport's Capital Improvement Plan (CIP).

The Airport Master Plan objective for each classification is shown in **Table 5-38**.

Table 5-38
Airport Master Plan Objective

Classification	Objective
Commercial Service Airports	Less than 10 years old and on record with Aeronautics
Business Airports	Less than 10 years old and on record with Aeronautics
Intermediate Airports	Less than 10 years old and on record with Aeronautics
Local Paved Airports	Less than 15 years old and on record with Aeronautics Suggested
Local Non-Paved Airports	Less than 15 years old and on record with Aeronautics Suggested

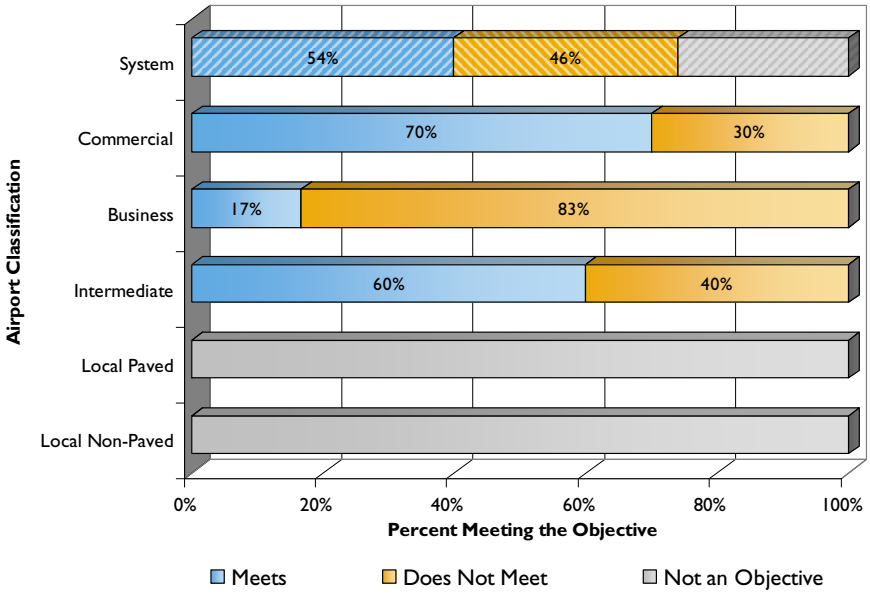
5.19.1 System Performance – Airport Master Plan

Airports not meeting the Airport Master Plan objective are shown in **Table 5-39**. Fifty-four percent of the airports in the system meet the Airport Master Plan objective as shown in **Chart 5-17**. Six of the airports not meeting the objective currently have a Master Plan update in progress.

Table 5-39
Airport Master Plan Objective - Airports Not Meeting Objective

Airport	Existing	Plan Needed to Meet Objective
Jackson	MP Greater than 10 years old*	Update MP
Laramie	MP Greater than 10 years old*	Update MP
Sheridan	MP Greater than 10 years old	Update MP
Afton	MP Greater than 10 years old	Update MP
Douglas	MP Greater than 10 years old	Update MP
Evanston	MP Greater than 10 years old*	Update MP
Pinedale	MP Greater than 10 years old*	Update MP
Saratoga	MP Greater than 10 years old	Update MP
Guernsey	MP Not on record with Aeronautics*	Provide Aeronautics with approved MP
Lander	MP Greater than 10 years old*	Update MP
Torrington	MP Greater than 10 years old	Update MP
Wheatland	MP Greater than 10 years old	Update MP
Note: *MP update in progress		

Chart 5-17
Airport Master Plan Objective - System Performance



5.20 Minimum Standards

Minimum standards establish standards for commercial operators that must be met as a condition of the right to conduct aeronautical activity on an airport. According to FAA AC 150/5190A, minimum standards should relate primarily to the public interest and should be designed to protect airport users from irresponsible, unsafe or inadequate service. Proper standards also discourage unqualified commercial operators from operating at an airport. The right for an operator to offer services and goods to airport users can be conditioned on the operator's ability to meet the outlined standards.

Table 5-40 shows the Minimum Standards objectives for each classification.

Table 5-40
Minimum Standards Objective

Classification	Objective
Commercial Service Airports	On record with Aeronautics
Business Airports	On record with Aeronautics
Intermediate Airports	On record with Aeronautics
Local Paved Airports	Suggested
Local Non-Paved Airports	Not an Objective

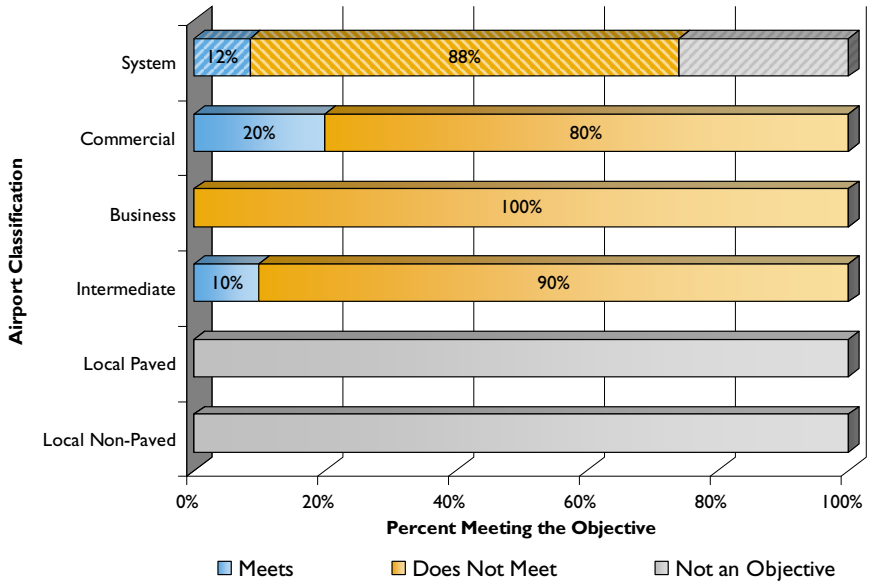
5.20.1 System Performance – Minimum Standards

Individual airports not meeting the objective are shown in **Table 5-41**. Twelve percent of airports meet the minimum standards objective. System performance of this objective is shown in **Chart 5-18**.

Table 5-41
Minimum Standards Objective - Airports Not Meeting Objective

Airport	Existing	Task Needed to Meet Objective
Casper	Not on File with Aeronautics	Create Standards and File with Aeronautics
Cody	Not on File with Aeronautics	Create Standards and File with Aeronautics
Gillette	Not on File with Aeronautics	Create Standards and File with Aeronautics
Jackson	Not on File with Aeronautics	Create Standards and File with Aeronautics
Riverton	Not on File with Aeronautics	Create Standards and File with Aeronautics
Rock Springs	Not on File with Aeronautics	Create Standards and File with Aeronautics
Sheridan	Not on File with Aeronautics	Create Standards and File with Aeronautics
Worland	Not on File with Aeronautics	Create Standards and File with Aeronautics
Afton	Not on File with Aeronautics	Create Standards and File with Aeronautics
Douglas	Not on File with Aeronautics	Create Standards and File with Aeronautics
Evanston	Not on File with Aeronautics	Create Standards and File with Aeronautics
Greybull	Not on File with Aeronautics	Create Standards and File with Aeronautics
Pinedale	Not on File with Aeronautics	Create Standards and File with Aeronautics
Saratoga	Not on File with Aeronautics	Create Standards and File with Aeronautics
Big Piney	Not on File with Aeronautics	Create Standards and File with Aeronautics
Buffalo	Not on File with Aeronautics	Create Standards and File with Aeronautics
Guernsey	Not on File with Aeronautics	Create Standards and File with Aeronautics
Kemmerer	Not on File with Aeronautics	Create Standards and File with Aeronautics
Lander	Not on File with Aeronautics	Create Standards and File with Aeronautics
Newcastle	Not on File with Aeronautics	Create Standards and File with Aeronautics
Powell	Not on File with Aeronautics	Create Standards and File with Aeronautics
Rawlins	Not on File with Aeronautics	Create Standards and File with Aeronautics
Wheatland	Not on File with Aeronautics	Create Standards and File with Aeronautics

Chart 5-18
Minimum Standards Objective - System Performance



5.21 Noise Contour Map

Noise contour maps depict the noise impacts of airport operations on both airport and surrounding property. These maps show the DNL (Day-Night average sound level) contours at an airport. DNL is the standard used by the FAA for measuring noise on and around an airport. It represents an average sound level over a 24-hour period of time with a penalty for noise which occurs between 10:00 pm and 7:00 am. Airports use noise contour maps to identify and evaluate areas that warrant noise control actions. Generally, the noise contour map is updated and included as part of an ALP update.

The objectives for noise contour maps are shown in **Table 5-42**.

Table 5-42
Noise Contour Map Objective

Classification	Objective
Commercial Service Airports	Less than 10 years old and on record with Aeronautics
Business Airports	Less than 10 years old and on record with Aeronautics
Intermediate Airports	Less than 10 years old and on record with Aeronautics
Local Paved Airports	Suggested
Local Non-Paved Airports	Not an Objective

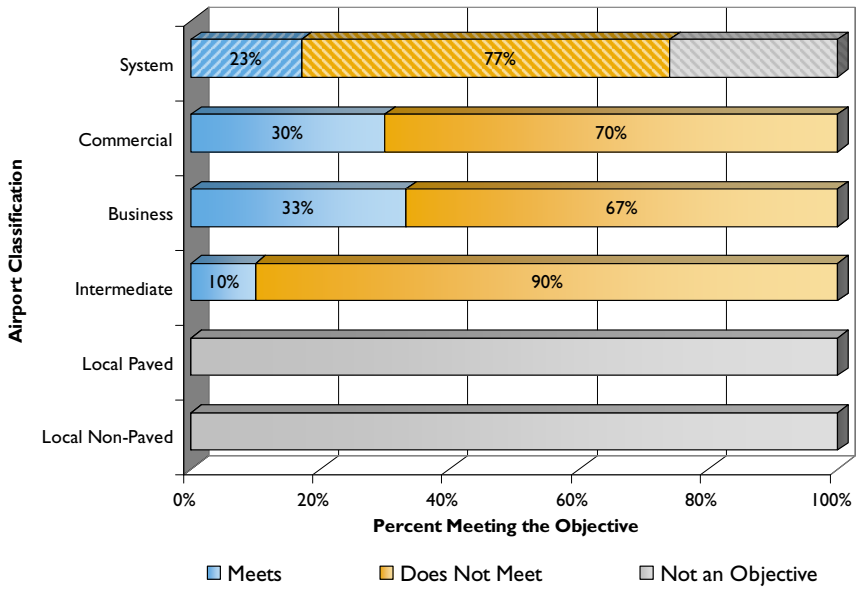
5.21.1 System Performance – Noise Contour Map

Individual airports not meeting the objective are shown in **Table 5-43**. Twenty-three percent of airports meet the Noise Contour Map objective as shown in **Chart 5-19**.

Table 5-43
Noise Contour Map Objective - Airports Not Meeting Objective

Airport	Existing	Map Needed to Meet Objective
Cheyenne	Map greater than 10 years old	Update Map
Cody	Map greater than 10 years old and not on file with Aeronautics	Update Map and File with Aeronautics
Gillette	Noise map date unknown	Update Map
Laramie	Noise map date unknown	Update Map
Rock Springs	No Noise Map	Create Map
Sheridan	Noise map date unknown	Update Map
Worland	No Noise Map	Create Map
Evanston	Map greater than 10 years old	Update Map
Greybull	No Noise Map	Create Map and File with Aeronautics
Pinedale	No Noise Map	Create Map and File with Aeronautics
Saratoga	Map greater than 10 years old	Update Map
Buffalo	No Noise Map	Create Map and File with Aeronautics
Guernsey	No Noise Map	Create Map and File with Aeronautics
Kemmerer	No Noise Map	Create Map and File with Aeronautics
Lander	No Noise Map	Create Map and File with Aeronautics
Newcastle	No Noise Map	Create Map and File with Aeronautics
Powell	No Noise Map	Create Map and File with Aeronautics
Rawlins	No Noise Map	Create Map and File with Aeronautics
Torrington	Noise map date unknown	Update Map
Wheatland	No Noise Map	Create Map and File with Aeronautics

Chart 5-19
Noise Contour Map Objective - System Performance



5.22 Pavement Management Plan

A Pavement Management Plan is a joint effort between an airport, their consultant, the FAA, and Aeronautics. The plan is typically developed by Aeronautics and takes into account Pavement Condition Inspections (three year cycle), engineering judgment, historical information, and input from the FAA, the airport, and the airport's consultant. The Corp of Engineer's Paver program is utilized in developing the plan. A Pavement Management Plan is developed based on a 5-year projection for maintenance and a 10-year projection for rehabilitation and reconstruction. It is re-evaluated every three years after the PCI inspection. Once concurrence is obtained and the plan signed by the sponsor, each plan is incorporated into the Capital Improvement Program by the state and the FAA. It is essential that all Commercial Service, Business and Intermediate Airports have a Pavement Management Plan on record with Aeronautics while it is suggested for Local Airports.

Table 5-44 shows the Pavement Management Plan Objective for each classification.

Table 5-44
Pavement Management Plan Objective

Classification	Objective
Commercial Service Airports	On record with Aeronautics
Business Airports	On record with Aeronautics
Intermediate Airports	On record with Aeronautics
Local Paved Airports	On record with Aeronautics
Local Non-Paved Airports	Not an Objective

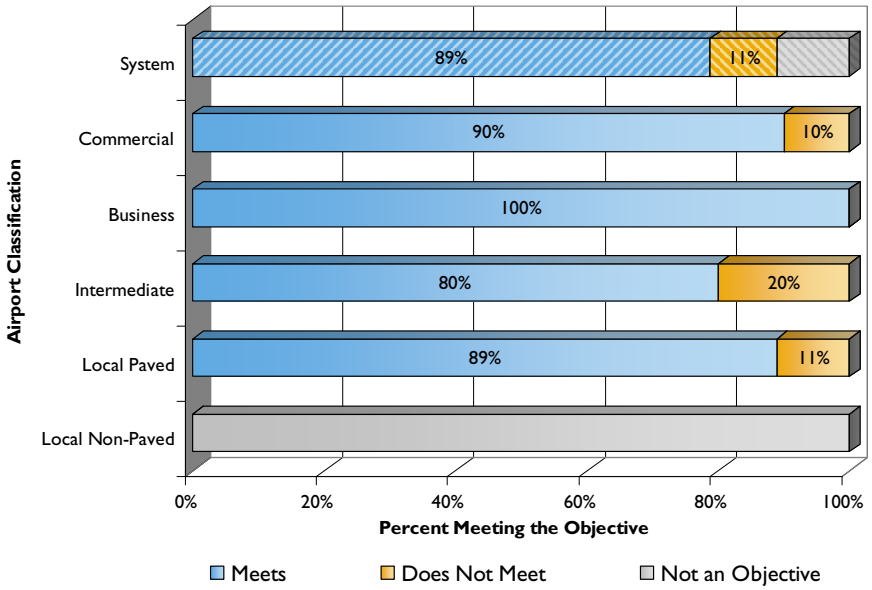
5.22.1 System Performance - Pavement Management Plan

As shown in **Table 5-45**, all but four airports in the system meet this objective by classification. System performance is shown graphically in **Chart 5-20**.

Table 5-45
Pavement Management Plan - Airports Not Meeting Objective

Airport	Existing	Plan Needed to Meet Objective
Jackson	Not on record	Sign and return plan to Aeronautics
Guernsey	Not on record	Sign and return plan to Aeronautics
Wheatland	Not on record	Sign and return plan to Aeronautics
Hulett	Not on record	Sign and return plan to Aeronautics

Chart 5-20
Pavement Management Plan Objective - System Performance



5.23 Public Telephone

It is essential that all Commercial Service, Business, Intermediate and Local Paved Airports in the system have 24-hour telephone access available to airport users. A telephone is suggested at Local Non-Paved Airports. Telephones are important in emergency situations, especially at night when airports are most often unattended. While some airports throughout the country are seeing a decrease in the demand for public telephones, limited cellular telephone coverage at and around many of the Wyoming airports makes a public telephone essential. The telephone objective for each classification is shown in **Table 5-46**.

Table 5-46
Public Telephone Objective

Classification	Objective
Commercial Service Airports	24-hour Public Telephone
Business Airports	24-hour Public Telephone
Intermediate Airports	24-hour Public Telephone
Local Paved Airports	24-hour Public Telephone
Local Non-Paved Airports	Public Telephone Suggested

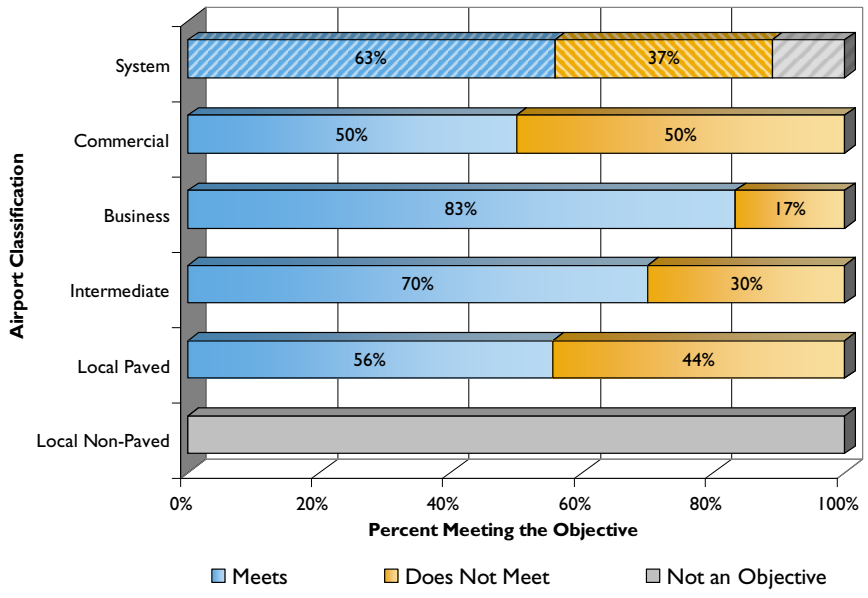
5.23.1 System Performance – Public Telephone

Table 5-47 lists the individual airports which do not meet the objective. All Commercial Service and Business Airports not meeting the objective have telephones available; however, they are not available 24-hours. The phone may be available in the commercial service terminal or in a general aviation facility. One Intermediate and many of the Local Airports have no telephone service available to airport users. Sixty-three percent of airports in the system meet the telephone objective as shown in **Chart 5-21**.

Table 5-47
Public Telephone Objective - Airports Not Meeting Objective

Airport	Existing Terminal Deficiency	Facility or Service Needed to Meet Objective
Casper	Phone not 24-Hour	24-hour Telephone
Cody	Phone not 24-Hour	24-hour Telephone
Laramie	Phone not 24-Hour	24-hour Telephone
Riverton	Phone not 24-Hour	24-hour Telephone
Worland	Phone not 24-Hour	24-hour Telephone
Evanston	Phone not 24-Hour	24-hour Telephone
Buffalo	Phone not 24-Hour	24-hour Telephone
Lander	Phone not 24-Hour	24-hour Telephone
Rawlins	No Public Phone	24-hour Telephone
Cokeville	No Public Phone	24-hour Telephone
Dixon	No Public Phone	24-hour Telephone
Lusk	Phone not 24-Hour	24-hour Telephone
Thermopolis	Phone not 24-Hour	24-hour Telephone

Chart 5-21
Public Telephone Objective - System Performance



5.24 Pilot Lounge and Planning Room

Pilot lounges and planning rooms provide an area for both transient and based pilots to rest, plan flights and evaluate weather conditions. Often, pilot lounges and planning rooms can be combined in one dual-purpose room. It is essential that Commercial Service and Business Airports have a pilot lounge or planning room, and it is suggested that Intermediate and Local Paved Airports have a pilot lounge or planning room. For Local Non-Paved Airports, a pilot lounge and planning room is not an objective. The pilot lounge and planning room objective for each classification is shown in **Table 5-48**.

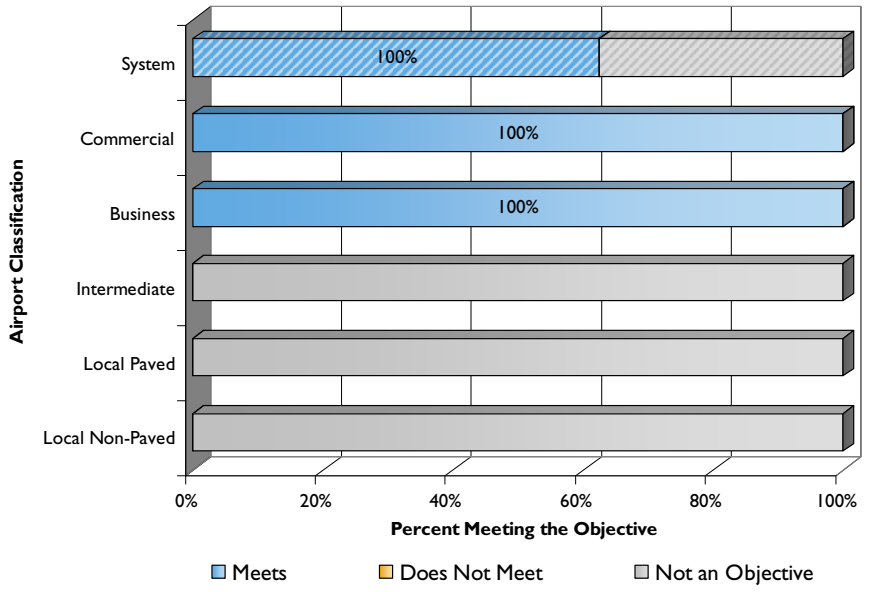
Table 5-48
Pilot Lounge/Planning Room Objective

Classification	Objective
Commercial Service Airports	Pilot Lounge/Planning Room
Business Airports	Pilot Lounge/Planning Room
Intermediate Airports	Pilot Lounge/Planning Room Suggested
Local Paved Airports	Pilot Lounge/Planning Room Suggested
Local Non-Paved	Not an Objective

5.24.1 System Performance – Pilot Lounge/Planning Room

All airports in the system meet the objective for pilot lounge and planning room. System performance of this objective is shown in **Chart 5-22**.

Chart 5-22
Pilot Lounge/Planning Room Objective - System Performance



5.25 Public Restrooms

It is essential that each Commercial Service, Business and Intermediate Airport in the system have a public restroom available 24-hours to airport users. A restroom provides a location for airport users to take shelter and use restroom facilities. For Local Paved and Local Non-Paved Airports, restrooms are suggested. **Table 5-49** lists the public restroom objective.

Table 5-49
Public Restroom Objective

Classification	Objective
Commercial Service Airports	24-hour Restrooms
Business Airports	24-hour Restrooms
Intermediate Airports	24-hour Restrooms
Local Airports	Restrooms Suggested
Local Non-Paved Airports	Restrooms Suggested

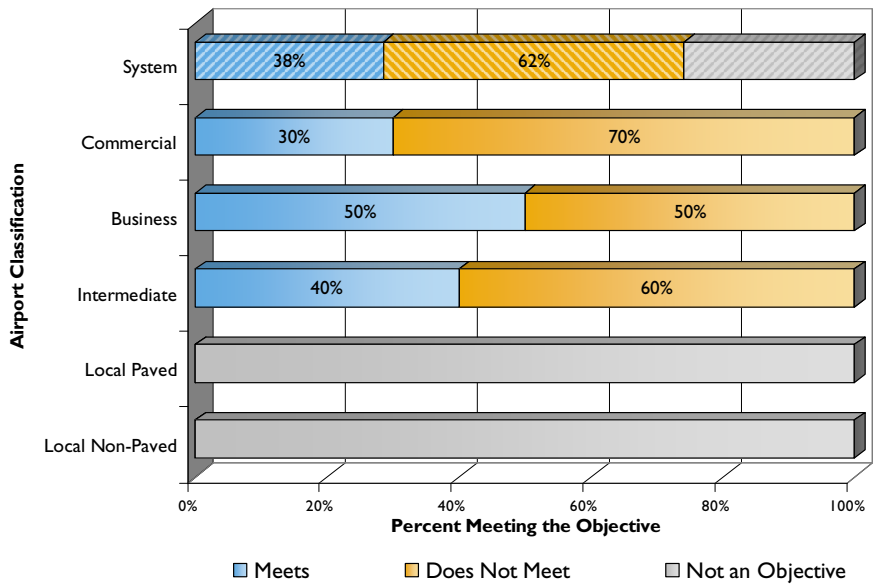
5.25.1 System Performance – Public Restroom Objective

Airports not meeting this objective are shown in **Table 5-50.** Thirty-eight percent of the airports in the system do not meet the restroom objective as shown in **Chart 5-23.** It is important to note that all airports not meeting this objective have restrooms available during daytime or business hours but not on a 24-hours basis.

Table 5-50
Public Restroom Objective - Airports Not Meeting Objective

Airport	Existing Terminal Deficiency	Facility or Service Needed to Meet Objective
Casper	Restrooms not 24-Hour	24-hour Restrooms
Gillette	Restrooms not 24-Hour	24-hour Restrooms
Laramie	Restrooms not 24-Hour	24-hour Restrooms
Riverton	Restrooms not 24-Hour	24-hour Restrooms
Rock Springs	Restrooms not 24-Hour	24-hour Restrooms
Sheridan	Restrooms not 24-Hour	24-hour Restrooms
Worland	Restrooms not 24-Hour	24-hour Restrooms
Evanston	Restrooms not 24-Hour	24-hour Restrooms
Greybull	Restrooms not 24-Hour	24-hour Restrooms
Saratoga	Restrooms not 24-Hour	24-hour Restrooms
Buffalo	Restrooms not 24-Hour	24-hour Restrooms
Kemmerer	Restrooms not 24-Hour	24-hour Restrooms
Lander	Restrooms not 24-Hour	24-hour Restrooms
Powell	Restrooms not 24-Hour	24-hour Restrooms
Rawlins	Restrooms not 24-Hour	24-hour Restrooms
Wheatland	Restrooms not 24-Hour	24-hour Restrooms

Chart 5-23
Pubic Restroom Objective - System Performance



5.26 Primary Runway Length

The length of an airport's runway is a determining factor in the type of aircraft that can operate at a particular airport. Many factors including runway gradient, mean maximum temperature, relative humidity and airport elevation determine the required runway length. FAA Advisory Circular (AC) 150/5325-4B, *Runway Length Requirements for Airport Design*, outlines runway length requirements for different aircraft family groupings taking into account these varying factors.

It is important to note that other varying factors such as aircraft takeoff weight and engine performance can affect the required runway length for an individual aircraft. Larger aircraft can require a longer runway to operate at full capacity. These aircraft may be able to operate on shorter runway lengths if they compensate by reducing the takeoff weight by carrying less fuel, passengers and/or cargo. This can have economic consequences for an airline and can result in a passenger being "bumped" from a flight. General aviation aircraft are also affected by runway length; local businesses and airport users may not be able to utilize an airport and its benefits to the full potential.

The aircraft flight manual of the critical aircraft at each airport should be consulted to evaluate the required runway length in the local master planning process.

5.26.1 Commercial Service and Business Airports

The runway length objective for Commercial Service and Business Airports is a runway length to accommodate 75% of large aircraft at 60% useful load. Large aircraft are defined as aircraft with maximum certified takeoff weight of more than 12,500 pounds. **Table 5-51** lists a sampling of popular aircraft types in use today that comprise "75% of large aircraft".

Table 5-51
Sampling of 75% of Large Aircraft

Aircraft	Max Takeoff Weight (lbs)	Notes
Bombardier Challenger	21,591	Jet
Cessna Citation X	16,011	Jet
Cessna 680 Citation Sovereign	13,600	Jet
Learjet 40	21,000	Jet
Learjet 45	21,500	Jet
Dassault Falcon 900	48,300	Jet
Gulfstream IV	33,800	Jet
Raytheon Hawker 400	16,300	Jet
Raytheon Hawker 800XP	28,000	Jet
Embraer Brasilia	26,433	Turboprop
CRJ 200	47,450	Jet

Source: FAA Advisory Circular (AC) 150/5325-4B, *Runway Length Requirements for Airport Design*, Bombardier.com, Cessna.com, Hawkerbeechcraft.com, Jane's All the World's Aircraft (2004-2005)

Runway length performance curves from FAA AC 150/5325-4B *Runway Length Requirements for Airport Design* for 75% of large aircraft at 60% useful load were used to compute the required runway length for each Commercial Service and Business Airport taking into consideration their respective elevations, mean maximum daily temperature and runway gradient. According to AC 150/5325-4B, paragraph 302, the recommended runway length for small airplanes at airports with elevations above 5,000 feet mean sea level (MSL) *may* be greater than the runway length criteria for aircraft over 12,500 pounds due to aircraft performance at high altitude airports. At these airports, if the small aircraft runway length is greater, this length must govern runway length calculations. Therefore, runway length requirements for 95% of small aircraft were also calculated for each Commercial Service and Business Airport. The greater of these lengths was used for airports at elevations over 5,000 feet MSL.

The "useful load" of an aircraft consists of the maximum allowable gross weight minus the operating empty weight. The useful load consists of fuel, passengers and cargo. These runway lengths have been calculated with the aircraft operating at 60% useful load.

5.26.2 Intermediate Airports

The runway length objective used for Intermediate Airports is a length that serves 95% of small aircraft. Small aircraft are defined as aircraft weighing 12,500 pounds or less maximum certified takeoff weight. According to AC 150/5325-4B, airports that are intended to serve

medium sized population communities with diverse airport usage should have a runway length that is able to serve 95% of small aircraft. **Table 5-52** lists a sampling of popular aircraft types that comprise 95% of small aircraft. This runway length was calculated for each individual Intermediate Airport taking into consideration individual airport elevation, mean maximum daily temperature, and the runway gradient.

Table 5-52
Sampling of 95% of Small Airplanes

Aircraft	Max Takeoff Weight (lbs)	Notes
Beech Barron B58	5,500	Twin Engine
Beech Bonanza	3,650	Single Engine
Beech King Air 200	11,800	Twin Engine
Beechcraft Premier 1A	12,500	Jet
Cessna 172 Skyhawk	2,450	Single Engine
Cessna 182 Skylane	3,100	Single Engine
Cessna 206 Stationair	3,600	Single Engine
Cessna 208 Caravan	8,000	Turboprop
Cessna 400 Series	8,600	Twin Engine
Cessna Citation CJ1	10,700	Jet
Cessna Citation CJ2	12,500	Jet
Cirrus SR20 and SR22	3,400	Single Engine
Citation Mustang	8,645	Jet
DHC-1 Beaver	5,100	Single Engine
DHC-6-300 Twin Otter	12,500	Twin Engine
Pilatus PC-12	10,450	Turboprop
Piper Arrow	2,750	Single Engine
Piper Cheyenne	9,000	Twin Engine
Piper Navajo	6,200	Twin Engine
Piper Saratoga	3,600	Single Engine
Piper Seminole	3,800	Twin Engine
Piper Seneca	4,750	Twin Engine

Source: Hawkerbeechcraft.com, Airlines.net, Cessna.com, Cirrusdesign.com, Pilatuis-aircraft.com, Newpiper.com

5.26.3 Local Airports

The runway length objective for all Local Airports is to maintain the existing runway length(s).

5.26.3.1 System Performance – Primary Runway Length

Runway extensions can require a great deal of planning, land use protection, property acquisition, environmental analysis, cost and time. Shorter runway extensions (less than 500 feet) are, in many cases, not constructed because it is often not a cost-effective airport improvement. Conditions specific to each airport may preclude any extension of a runway, warrant a shorter runway extension, or demand a length in excess of the runway length

objective. Factors such as financing, terrain, and public opposition may also prevent an airport from meeting their runway length objective. More detailed analysis of runway length requirements, runway extension cost/benefit analysis and feasibility should be further analyzed through the local master planning process and the aircraft flight manual of the critical aircraft at each airport should be consulted to evaluate the actual required runway length.

Table 5-53 summarizes the runway length objective for each airport classification.

Table 5-53
Primary Runway Length Objective

Classification	Runway Length Objective
Commercial Service Airports	75% of Large Aircraft at 60% Useful Load
Business Airports	75% of Large Aircraft at 60% Useful Load
Intermediate Airports	95% of Small Aircraft
Local Paved Airports	Maintain Existing Length
Local Non-Paved Airports	Maintain Existing Length

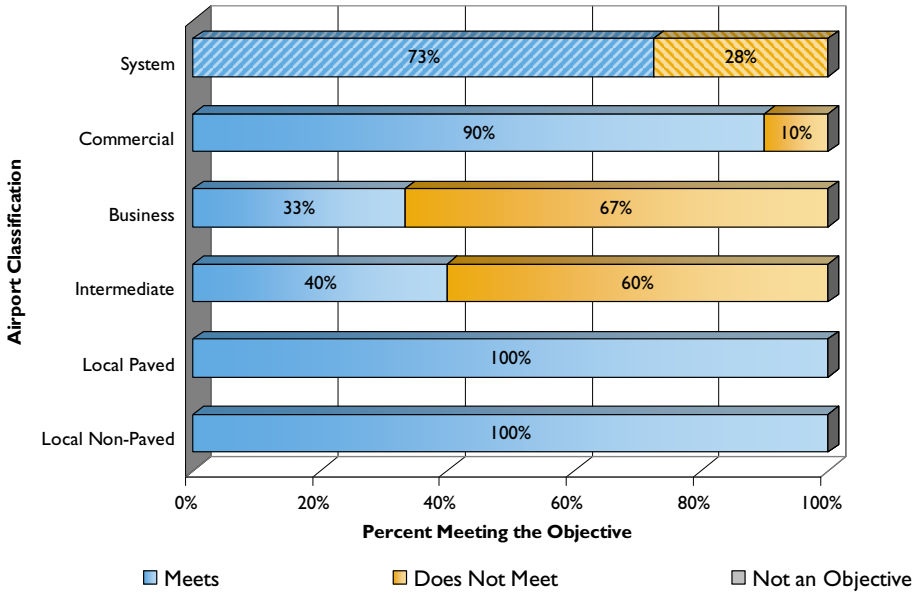
Eleven airports (one Commercial, four Business and six Intermediate) do not meet the minimum runway length objective and they are shown in **Table 5-54**. Seventy-three percent of the airports in the system meet the runway length objective as shown in **Chart 5-24**. In addition, the planned runway lengths for these airports taken from an approved airport layout plan are also shown in this table.

Table 5-54
Primary Runway Length Objective - Airports Not Meeting Objective

Airport	Runway Length (Feet)		
	Existing	Planned [1]	Objective
Jackson	6,300	6,300	7,600
Afton [2]	7,023	7,023	7,300
Douglas [2]	6,532	9,000	6,700
Evanston	7,300	9,000	8,400
Saratoga [2]	8,800	8,800	9,000
Big Piney	6,803	8,250	8,200
Guernsey [2]	5,491	5,500	5,600
Kemmerer [2]	8,208	8,700	8,500
Lander	5,000	5,005	6,900
Newcastle [2]	4,800	5,300	5,100
Rawlins	7,008	8,150	8,200

Notes: [1] From Approved Airport Layout Plans
[2] Objective Runway Length within 500 feet of Existing Runway Length

Chart 5-24
Primary Runway Length Objective - System Performance



5.27 Primary Runway Edge Lighting

The type of runway edge lighting installed is linked to the type of instrument approach and the desired visibility minimums; it is also a requirement for night operations. Runway edge lighting is named based on the intensity of the light and includes; High (HIRL), Medium (MIRL), and Low Intensity Runway Lights (LIRL).

FAA requires HIRL installations at FAR Part 139 airports with a precision approach and HIRL is typically combined with precision instrument installations. Airports with Runway Visibility Range (RVR) equipment, MALSR, and centerline and touchdown zone lights can achieve lower visibility minimum. Using this combination of equipment, a lower visibility minimum can usually be achieved. HIRL combined only with a precision approach provides for greater visibility of the runway environment and also allows for future upgrades to achieve lower visibility minimums.

Airports with a precision approach, MALSR and MIRL can achieve visibility minimums as low as ½ mile. No additional equipment is required. MIRL can also be installed at locations with a non-precision instrument approach. MIRL and LIRL are typically installed at locations with a non-precision instrument approach and/or night operations.

Runway edge markers are used to delineate and mark the edge of the runway surface at non-paved airports.

The objectives by classification for runway edge lighting are presented in **Table 5-55**.

Table 5-55
Primary Runway Edge Lighting Objective

Classification	Objective
Commercial Service Airports	HIRL
Business Airports	MIRL
Intermediate Airports	MIRL
Local Paved Airports	MIRL
Local Non-Paved Airports	Runway Edge Markers

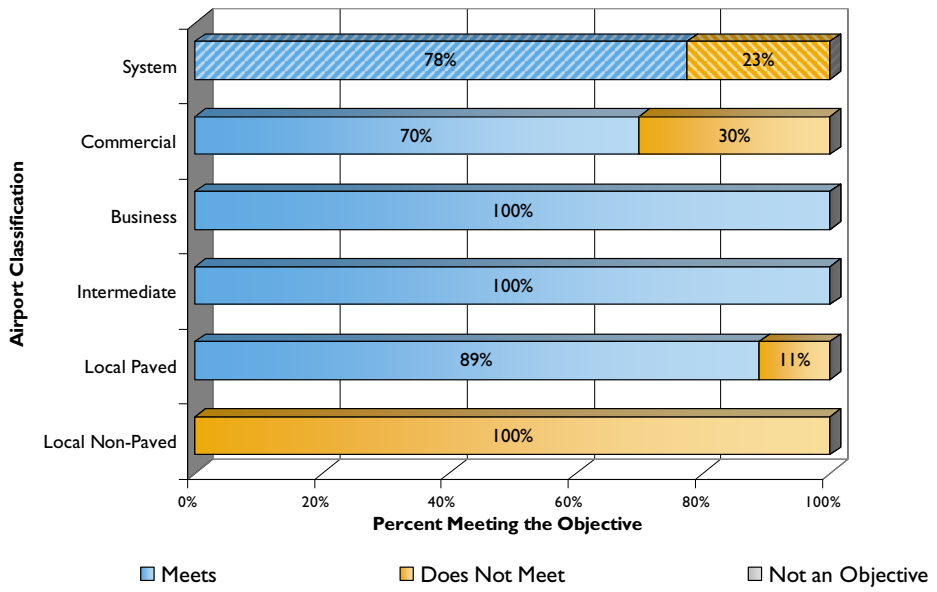
5.27.1 System Performance – Primary Runway Edge Lighting

Nine airports (three Commercial Service and six Local) do not meet the primary runway edge lighting objective as shown in **Table 5-56**. Seventy-eight percent of airports in the system meet the primary runway lighting objective. **Chart 5-25** shows the system performance of the primary runway lighting objective.

Table 5-56
Primary Runway Edge Lighting Objective - Airports Not Meeting Objective

Airport	Existing Runway Lighting	Runway Lighting Objective
Cody	MIRL	HIRL
Laramie	MIRL	HIRL
Worland	MIRL	HIRL
Cokeville	None	MIRL
Glendo (non-paved)	None	Runway Edge Markers
Green River (non-paved)	None	Runway Edge Markers
Medicine Bow (non-paved)	None	Runway Edge Markers
Shoshoni (non-paved)	None	Runway Edge Markers
Upton (non-paved)	None	Runway Edge Markers

Chart 5-25
Primary Runway Edge Lighting Objective - System Performance



5.28 Runway Protection Zone Ownership

Federal Aviation Administration guidance states that control over the RPZ is preferably exercised through acquisition of property interest in the RPZ. Ownership of all existing RPZs is also an objective of Aeronautics. This ownership can be accomplished through acquisition of fee or easement to the ground of the RPZ so the sponsor is able to protect and have complete control over this area of land. Complete control is necessary to be able to remove obstructions and prevent undesired land uses in the RPZ.

It is recognized that not every sponsor is able to have control over the entire RPZ due to special circumstances. However, every effort should be made to control this area through fee or easement to the ground acquisition.

The RPZ ownership objective for each classification is shown in **Table 5-57**.

Table 5-57
Runway Protection Zone Ownership Objective

Classification	Objective
Commercial Service Airports	Fee or easement ownership of all existing RPZ
Business Airports	Fee or easement ownership of all existing RPZ
Intermediate Airports	Fee or easement ownership of all existing RPZ
Local Paved Airports	Suggested
Local Non-Paved Airports	Suggested

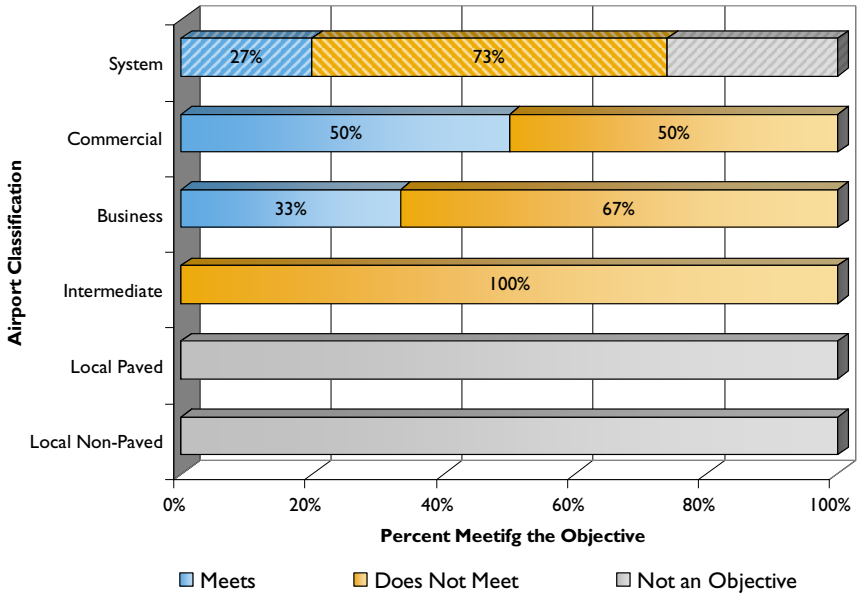
5.28.1 System Performance – Runway Protection Zone Ownership

Each airport not meeting the objective is listed in **Table 5-58**. Twenty-seven percent of airports meet the RPZ ownership objective. System performance of this objective is shown in **Chart 5-26**.

Table 5-58
Runway Protection Zone Ownership Objective - Airports Not Meeting Objective

Airport	Existing	Needed to Meet Objective
Cheyenne	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Jackson	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Riverton	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Sheridan	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Worland	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Douglas	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Greybull	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Pinedale	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Saratoga	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Big Piney	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Buffalo	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Guernsey	RPZ ownership unknown	Purchase all in Fee or Easement to the Ground
Kemmerer	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Lander	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Newcastle	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Powell	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Rawlins	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Torrington	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground
Wheatland	All Not Owned in Fee or Easement	Purchase all in Fee or Easement to the Ground

Chart 5-26
Runway Protection Zone Objective - System Performance



5.29 Runway Safety Areas

The RSA is an area surrounding the runway prepared in such a way to support aircraft and reduce the risk of damage should the aircraft veer from the runway surface during landing, takeoff or taxi. The area should be also be clear of obstructions and properly graded. The RSA is a function of the ARC, airplane design group and the visibility minimums that can be achieved by the type of installed instrument approach. The objective for each classification of airport, with the exception of Local Non-Paved Airports, is that each paved runway meets standard FAA requirements.

Table 5-59 summarizes the runway safety area objective for each airport classification.

Table 5-59
Runway Safety Area Objective

Classification	RSA Objective
Commercial Service Airports	Standard RSA on all paved runways
Business Airports	Standard RSA on all paved runways
Intermediate Airports	Standard RSA on all paved runways
Local Paved Airports	Standard RSA on all paved runways
Local Non-Paved	Not an Objective

5.29.1 System Performance – Runway Safety Area

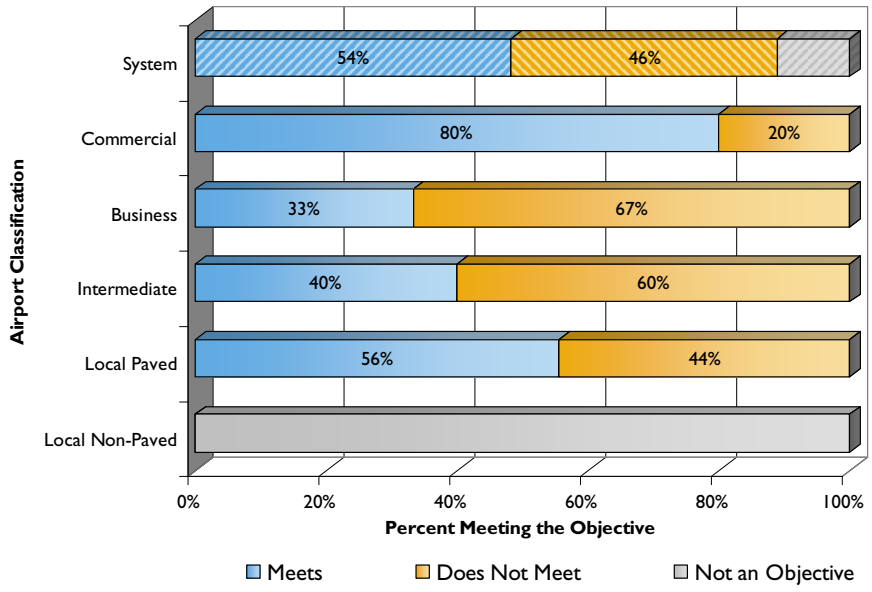
Airports not meeting the RSA objective and the actions needed to meet the objective are shown in **Table 5-60**. Fifty-four percent of the system airports meet the RSA objective as shown in **Chart 5-27**.

Table 5-60
Runway Safety Area Objective - Airports Not Meeting Objective

Airport	Runway	Existing Deficiency	RSA Objective	Action Needed to Meet Objective
Gillette	16/34	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Riverton	10/28	Infrangible antenna in RSA	Standard RSA on all paved runways	Relocate antenna
Afton	16/34	Pond in RSA	Standard RSA on all paved runways	Remove pond
Greybull	15/33	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Pinedale	11/29	Numerous gopher holes	Standard RSA on all paved runways	Relocate gophers, fill holes
Saratoga	05/23	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Guernsey	14/32	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Kemmerer	04/22	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Lander	03/21	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Newcastle	13/31	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Rawlins	10/28	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Torrington	10/28 02/20	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Cokeville	15/33	Non-standard grade and fence in RSA	Standard RSA on all paved runways	Grade to standards. Remove obstructions
Hulett	13/31	Non-standard grade	Standard RSA on all paved runways	Grade to standards
Lusk	10/28	Obstruction in RSA	Standard RSA on all paved runways	Remove obstruction
Thermopolis	01/19	Non-standard grade	Standard RSA on all paved runways	Grade to standards

Source: 2007 WYDOT Aeronautics Design Standards Documents

Chart 5-27
Runway Safety Area Objective - System Performance



5.30 Primary Runway Strength

5.30.1 Runway and Pavement Types

Adequate airport pavement is required to provide the necessary support of the loads imposed by aircraft or vehicles normally traversing the pavement. In general, pavement strength is obtained through a combination of base materials and pavement courses including: sub-base, base and surface material. The desired pavement strengths can be obtained through either asphalt concrete pavement (asphalt) or portland cement concrete (concrete). Generally, asphalt pavements are less expensive but have a shorter useful life and require more annual maintenance than concrete. However, the frequency and type of use, type of soil, type of sub-base, mix of asphalt/concrete, weather conditions, moisture content and maintenance, can all play a large role in the length of useful life of any pavement.

Pavement strength at individual airports should be determined by the existing or ultimate critical aircraft using or forecast to use that facility. Occasionally, a fuel truck, snow plow or other large maintenance vehicle may require more pavement strength than the critical aircraft. As with the runway length and width objectives, the pavement strength objectives determined are minimum requirements.

In addition to the paved runways discussed above, airports may also have unpaved runways. Unpaved runways generally function in the role of a secondary or crosswind runway although some airports use an unpaved surface as a primary runway. These runways are typically used seasonally and by smaller aircraft; as such, there is no pavement strength objective associated with unpaved runways. Spring brings thawing and higher moisture content generally providing an unsuitable surface to support an aircraft. Summer months are the time these types of runways see much higher use.

5.30.2 Aircraft Gear Configuration

The type and configuration of landing gear of an aircraft need to be considered when determining pavement strength. Examples of landing gear configurations include Dual-Tandum, Dual, and Single wheel configurations. Generally, larger, heavier aircraft have dual-tandum or dual landing gear configurations. These wider configurations help to support the weight of the aircraft as well as spread the loads imposed on the pavements over a larger surface area.

The pavement strength and wheel configuration associated with each classification of airport is indicated in the following sections.

5.30.3 Commercial Service Airports

Commercial Service Airports are generally intended to accommodate commercial airline activity and support business aircraft. However, because they are designed to accommodate larger aircraft, it follows that this design will also be able to accommodate less demanding aircraft. Occasional use by larger aircraft is also possible on a case by case basis. Therefore, the Commercial Service Airports are able to accommodate the largest percentage of aircraft, large, medium or small. Typically, the commercial service aircraft have greater operational demands than those of business aircraft. If the commercial service aircraft demands are met, most if not all of the business aircraft demands should also be met. To determine the pavements strength objective for Commercial Service Airports, a review of the commercial service aircraft currently using the Commercial Service Airports was conducted and is presented in **Table 5-61**.

Table 5-61
2008 Existing Commercial Service Aircraft Operating in Wyoming

Aircraft Identifier	Description	Maximum Takeoff Weight (lbs.)	Wheel Configuration
BE1	Beech 1900D	16,950	DWG
CRJ	CRJ 200	47,450	DWG
CRJ7 [1]	CRJ 700	72,750	DWG
DH2	Dash 8-200	36,300	DWG
EM2	Embraer Brasilia	26,433	DWG
B757 [1]	Boeing 757	255,000	DWG
A319 [1]	Airbus 319	141,100	DWG
Notes: DWG – Dual Wheel Gear configuration [1] Used only at Jackson Hole for seasonal service			

Source: Official Airline Guide, Boeing (www.boeing.com), *Jane's All the World's Aircraft* (2004-2005)

It was determined that the minimum pavement strength of 55,000 pounds Dual Wheel Gear be the pavement strength objective for Commercial Service Airports. This pavement strength accommodates the existing regularly scheduled airline service operating in Wyoming as well as business aircraft use which is the main intended use of this classification of airport. Demand at these airports is not anticipated to change dramatically in the future which would dictate use of larger/heavier aircraft. If changes to the airline fleet occur, this pavement strength should accommodate these changes.

5.30.4 Business Airports

The minimum pavement strength of 30,000 pounds single wheel gear was determined for Business Airports. This pavement strength accommodates aircraft expected to use Business Airports in Wyoming including small to medium business jets and turboprop aircraft.

5.30.5 Intermediate Airports

The pavement strength objective for Intermediate Airports is 20,000 pounds single wheel gear. This pavement strength accommodates aircraft which commonly use Intermediate airports including single engine, turboprop and small jet aircraft.

5.30.6 Local Airports

It was determined that the pavement strength objective for Local Paved Airports is 12,500 pounds single wheel gear. This pavement strength accommodates small aircraft expected to use Local Airports. For Local Non-Paved Airports pavement strength is not an objective.

5.30.7 Paved Runway Strength Objective

It is important that airports perform maintenance such as crack sealing on their existing pavement and maintain existing pavement strength and usability.

The pavement strength objective by airport classification is summarized in **Table 5-62.**

Table 5-62
Paved Runway Strength Objective

Classification	Paved Runway Strength Objective (lbs.)
Commercial Service Airports	55,000 DWG
Business Airports	30,000 SWG
Intermediate Airports	20,000 SWG
Local Paved Airports	12,500 SWG
Local Non-Paved Airports	Not an Objective
Note: SWG – Single Wheel Gear, DWG – Dual Wheel Gear	

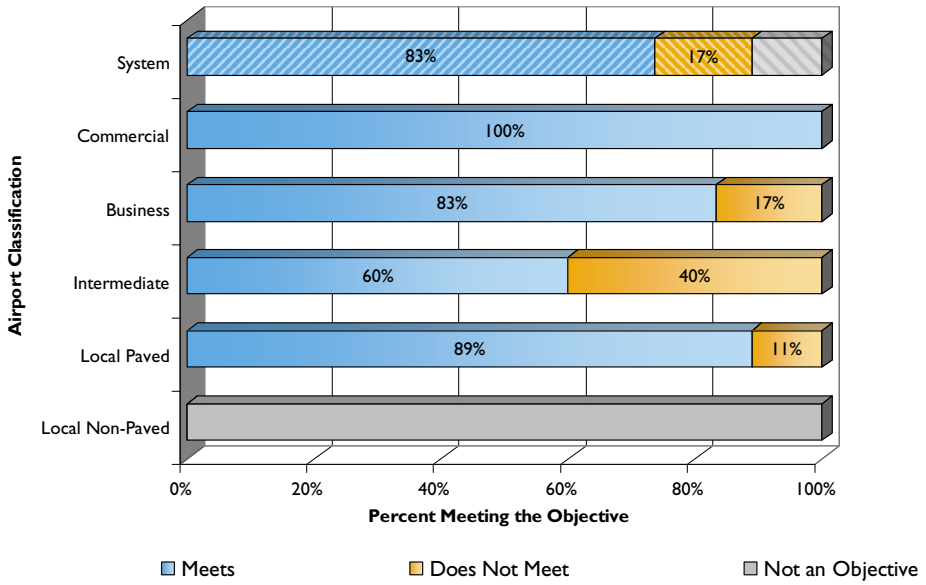
5.30.7.1 System Performance – Runway Strength

A total of six airports (one Business, four Intermediate and one Local) in the system do not meet the minimum runway strength objective for the primary runway at the airport as shown in **Table 5-63**. Eighty-three percent of the airports meet the runway strength objective as shown in **Chart 5-28.**

Table 5-63
Paved Runway Strength Objective - Airports Not Meeting Objective

Airport	Existing Strength	Strength Objective
Afton	24,000 SWG	30,000 SWG
Buffalo	12,500 SWG	20,000 SWG
Kemmerer	18,000 SWG	20,000 SWG
Powell	15,000 SWG	20,000 SWG
Wheatland	15,000 SWG	20,000 SWG
Cokeville	10,000 SWG	12,500 SWG

Chart 5-28
Paved Runway Strength Objective - System Performance



5.31 Primary Runway Width

The runway width objectives coincide with the ARC objectives. The runway width is designed to accommodate aircraft in the respective ARC considering operations in a low visibility environment.

Table 5-64 summarizes the runway width objectives for each airport classification.

Table 5-64
Primary Runway Width Objective

Classification	Runway Width Objective (Feet)
Commercial Service Airports	100
Business Airports	100
Intermediate Airports	75
Local Paved Airports	75
Local Non-Paved Airports	Maintain Existing Width
Note: Width coincides with ARC Objective. AC 150/5300-13 Change 12, *Airport Design*	

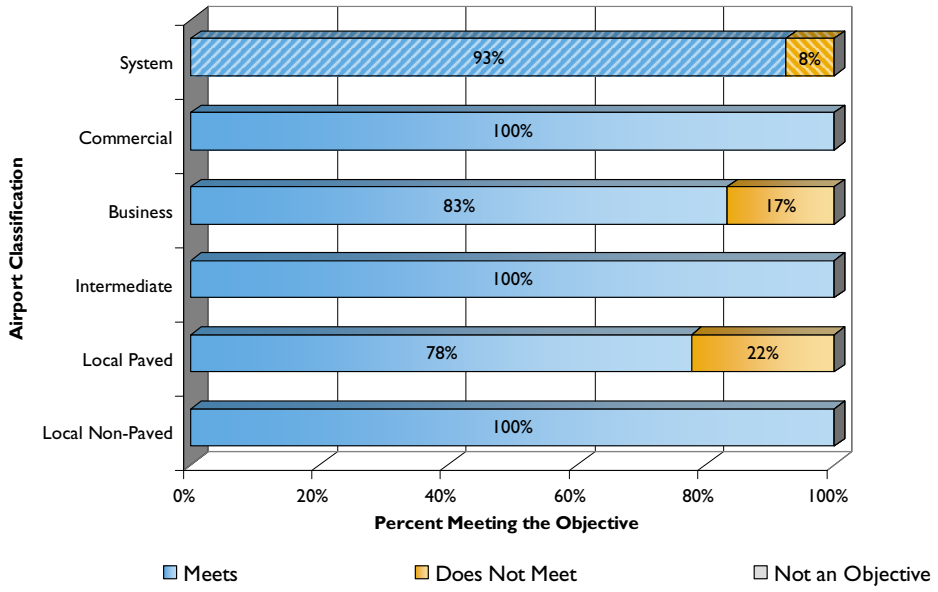
5.31.1 System Performance – Primary Runway Width

One Business Airport and two Local Airports do not meet the minimum primary runway width objective and are shown in **Table 5-65**. Ninety-three percent of the airports meet the primary runway width objective as shown in **Chart 5-29**.

Table 5-65
Primary Runway Width Objective - Airports Not Meeting Objective

Airport	Existing Width (Feet)	Width Objective (Feet)
Afton	75	100
Cokeville	60	75
Dubois	60	75

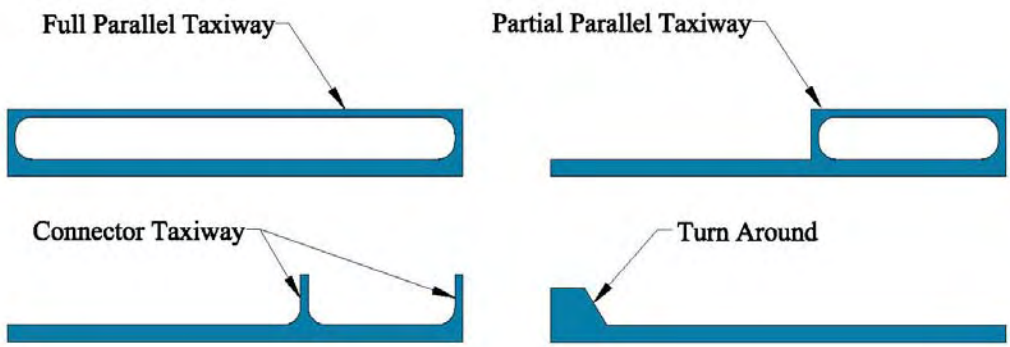
Chart 5-29
Primary Runway Width Objective - System Performance



5.32 Taxiway Type and Width

Taxiways are used by pilots to transition aircraft on the ground from one part of the airport to another. Each runway is accessed by means of some type of taxiway or taxiway system. At larger Commercial Service Airports, a taxiway system can be extensive whereas at smaller airports, a single taxiway may simply provide a short connection of the terminal area to the runway environment. Taxiways are either a full length parallel taxiway to the runway it serves, partial parallel, or a connector taxiway. In addition, turn-around pads are typically located at the runway ends between the runway and taxiway and are used by pilots to perform "run-ups" prior to takeoff. They are also used as a staging area when another aircraft is landing or taking off. Taxiway width is dictated by the ARC established for the airport. **Figure 5-1** shows examples of each taxiway type.

Figure 5-1 – Taxiway Types



It is essential that both Commercial Service and Business Airports have a full length parallel taxiway. For Intermediate Airports, it is essential to have a partial parallel, connector and/or a turn around at the end of the runway. Any one, or a combination of these types, is desired for Intermediate Airports. The objective for all Local Airports (paved and non-paved) is to maintain the existing taxiway facilities. **Table 5-66** shows the minimum facility objectives for taxiways by classification.

Table 5-66
Taxiway Type and Width Objective

	Airport Classification				
	Commercial Service	Business	Intermediate	Local Paved	Local Non-Paved
Type	Full Length Parallel	Full Length Parallel	Partial Parallel, Connector and/or turn around	Maintain Existing Taxiways (s)	Maintain Existing Taxiways (s)
Width	35 feet	35 feet	35 feet	Maintain Existing Taxiway(s)	Maintain Existing Taxiway(s)

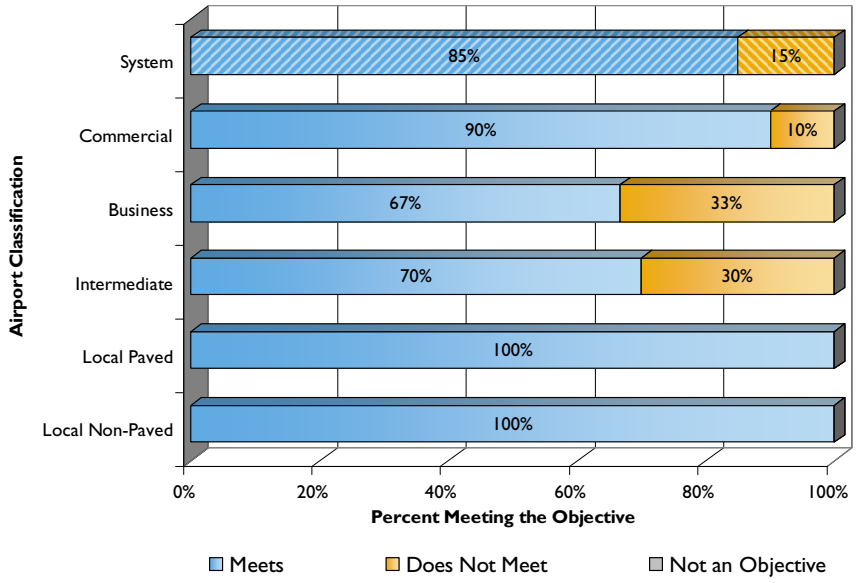
5.32.1 System Performance – Taxiway Type and Width

Airports not meeting the taxiway type and/or width objective are shown in **Table 5-67**. Eighty-five percent of the airports in the system meet the taxiway type and width objectives. System performance of taxiway type and width is found in **Chart 5-30.**

Table 5-67
Taxiway Type and Width Objective - Airports Not Meeting Objective

Airport	Existing Taxiway Deficiency	Taxiway Needed to Meet Objective
Laramie	Partial Parallel	Full Parallel
Afton	Partial Parallel	Full Parallel
Greybull	Partial Parallel	Full Parallel
Guernsey	Partial Parallel – 30' width	Partial Parallel – 35' width
Kemmerer	Connector – 21' width	Partial Parallel, Connector and/or turn around – 35' width
Torrington	Parallel – 30' width	Partial Parallel – 35' width

Chart 5-30
Taxiway Type and Width Objective - System Performance



5.33 Taxiway Lighting

Taxiway lighting is a function of the type of approach at the facility. If there is a precision or non-precision instrument approach, Medium Intensity Taxiway Lighting (MITL) is the standard design. If the approach is visual, Low Intensity Taxiway Light (LITL) can be installed. However, installation of reflective markers is a more common practice and a more economical option for visual runways. It is desired that airports install MITL on taxiways when the runway is also paved and lighted. At airports with night operations but no LITL or MITL, reflectors are often installed along the pavement edge. Airports without runway and taxiway lighting or reflectors are available for daytime operations only.

Table 5-68 shows the taxiway lighting objective by classification.

Table 5-68
Taxiway Lighting Objective

Classification	Objective
Commercial Service Airports	MITL
Business Airports	MITL
Intermediate Airports	MITL
Local Paved Airports	Reflectors (MITL Suggested)
Local Non-Paved Airports	Not an Objective

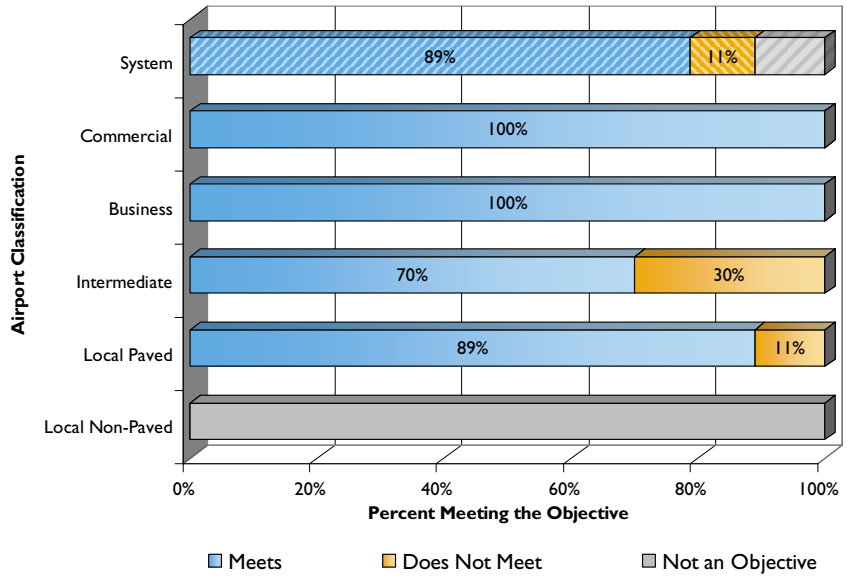
5.33.1 System Performance – Taxiway Lighting

Airports not meeting the taxiway lighting objective are shown in **Table 5-69**. Eighty-nine percent of the airports in the system meet the taxiway lighting objective as shown in **Chart 5-31.**

Table 5-69
Taxiway Lighting Objective - Airport Not Meeting Objective

Airport	Existing Taxiway Deficiency	Taxiway Needed to Meet Objective
Lander	Reflectors	MITL
Powell	Reflectors	MITL
Torrington	Reflectors/MITL	MITL
Cokeville	None	Reflectors (MITL Suggested)

Chart 5-31
Taxiway Lighting Objective - System Performance



5.34 Terminal Building

An objective of the Wyoming Aviation System is to provide an integrated system of airports with similar facilities. Commercial Service Airports have much greater needs than any of the other airports in the system due to airline service facility needs, passenger needs, etc. Terminal buildings at general aviation airports provide shelter for pilots and passengers during inclement weather and provide space for flight planning, business meetings, etc. The type of facility, amenities, size, etc., should be determined through the local master planning process.

Table 5-70 summarizes the terminal building objective.

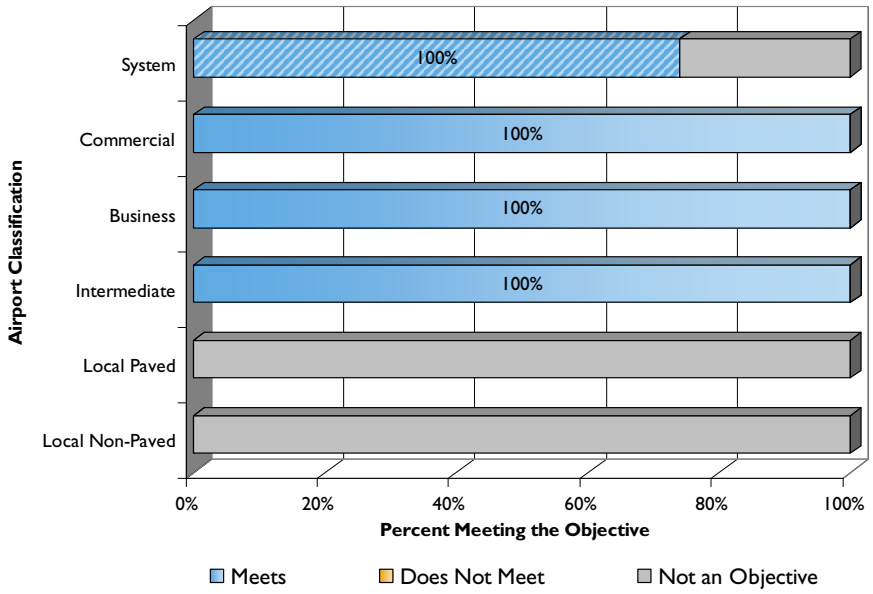
Table 5-70
Terminal Building Objective

Classification	Terminal Building Objective
Commercial Service Airports	Terminal Building
Business Airports	Terminal Building
Intermediate Airports	Terminal Building
Local Paved Airports	Not an Objective
Local Non-Paved Airports	Not an Objective

5.34.1 System Performance – Terminal Building

As shown in **Chart 5-32,** all airports in the system meet the terminal building objective.

Chart 5-32
Terminal Building Objective - System Performance



5.35 Visual Aids

5.35.1 Other Visual Aids

Other visual aids include: Runway End Identifier Lights (REIL), PAPI, VASI, Beacons and Wind Cones. These types of equipment all provide visual guidance to pilots. REIL identify the runway threshold, PAPI and VASI provide visual approach path guidance to the runway threshold, Beacons visually aid pilots in locating an airport from a distance, and Wind Cones help a pilot determine wind direction and velocity to aid in identifying the preferred runway for landing or takeoff.

REIL consist of two flashing lights located near the threshold of a runway and are used for early identification of the runway environment and threshold. When a runway has an approach lighting system installed to a runway end, the REIL is not required and would be considered redundant. However, when a non-precision approach is used and no approach lighting system is in place, it is essential to have REIL installed on both runway ends.

PAPI and VASI consist of two to four box systems and provide color coded signals to the approaching pilot. The purpose of the PAPI and VASI is to provide visual approach slope guidance to the runway of intended use. The PAPI system has generally replaced the VASI system for new installations. PAPIs should be installed even if there is a precision or non-precision approach and at airports with significant terrain issues.

The airport beacon is used by pilots operating under VFR conditions as a means to visually identify an airport from a distance. Once the pilot has located the airport and is in the vicinity, typically the pilot flies over the airport and observes a wind indicator such as a wind cone to note the direction of the wind and the velocity. This aids the pilot in selecting the correct runway for landing and/or takeoff. The wind indicator can also be lighted to aid pilots conducting night operations.

The objectives for other visual aids are listed in **Table 5-71**.

Table 5-71
Other Visual Aids Objective

	Airport Classification				
	Commercial Service	**Business**	**Intermediate**	**Local Paved**	**Local Non-Paved**
Other Visual Aids [1]	REIL (Both Ends)	REIL (Both Ends)	REIL (Both Ends)	REIL – One End (Both Ends Suggested)	Not an Objective
	PAPI or VASI (Both Ends)	PAPI or VASI (Both Ends)	PAPI or VASI (Both Ends)	PAPI or VASI (Both Ends)	Not an Objective
	Beacon	Beacon	Beacon	Beacon	Not an Objective
	Lighted Wind Cone	Lighted Wind Cone	Lighted Wind Cone	Lighted Wind Cone	Wind Cone

Note: [1] When runway has ALS installed, opposite end should have REIL. REIL should not be installed on approach end with ALS.

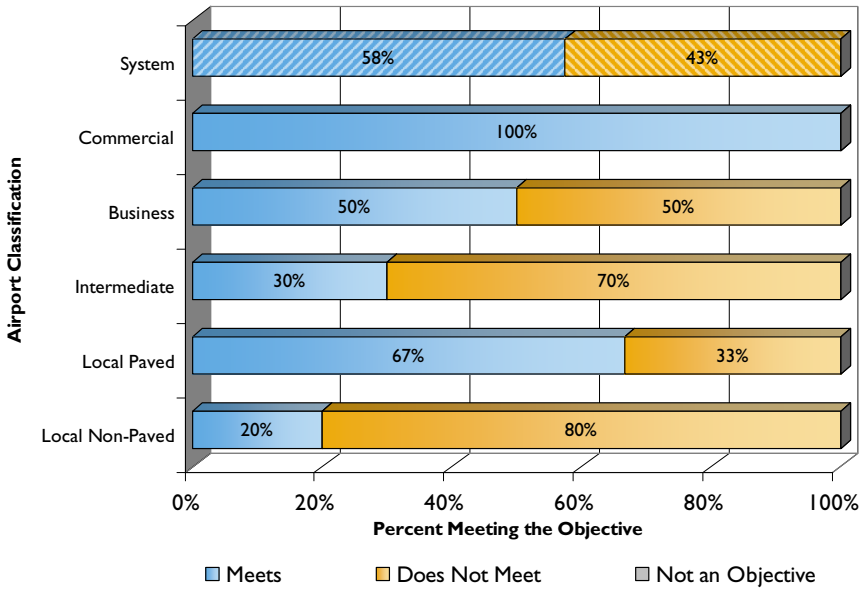
5.35.1.1 System Performance – Other Visual Aids

Table 5-72 shows the airports not meeting the visual aid objective and also identifies what item is needed to meet the objective. All other visual aid components not shown meet the objective. Fifty-eight percent of the airports in the system meet all visual aid objectives. System performance of this objective is shown in **Chart 5-33**.

Table 5-72
Visual Aids Objective - Airports Not Meeting Objective

Airport	Existing Visual Aids Deficiency	Visual Aid Needed to Meet Objective
Douglas	REIL – one runway end	REIL – both runway ends
Pinedale	REIL – one runway end	REIL – both runway ends
Saratoga	REIL & PAPI – one runway end	REIL & PAPI – both runway ends
Buffalo	REIL – one runway end	REIL – both runway ends
Guernsey	No REIL	REIL – both runway ends
Lander	No REIL	REIL – both runway ends
Powell	REIL – one runway end	REIL – both runway ends
Rawlins	REIL – one runway end	REIL – both runway ends
Torrington	REIL – one runway end	REIL – both runway ends
Wheatland	No REIL	REIL – both runway ends
Cokeville	No REIL or PAPI	REIL & PAPI – one runway end
Dubois	No REIL	REIL – one runway end
Green River (non-paved)	No Wind Cone	Wind Cone
Medicine Bow (non-paved)	No Wind Cone	Wind Cone
Shoshoni (non-paved)	No Wind Cone	Wind Cone
Thermopolis	No REIL or PAPI	REIL & PAPI – one runway end
Upton (non-paved)	No Wind Cone	Wind Cone

Chart 5-33
Visual Aids Objective - System Performance



5.36 Weather Reporting Facilities

AWOS and ASOS are weather stations located on airports which provide weather information to pilots. These weather reporting facilities broadcast over a radio frequency in order to be available to pilots operating on and in the vicinity of an airport.

Weather reporting facilities objectives are presented in **Table 5-73**.

Table 5-73
Weather Reporting Facilities Objective

Classification	Objective
Commercial Service Airports	AWOS or ASOS
Business Airports	AWOS or ASOS
Intermediate Airports	AWOS or ASOS
Local Paved Airports	AWOS or ASOS
Local Non-Paved Airports	Not an Objective

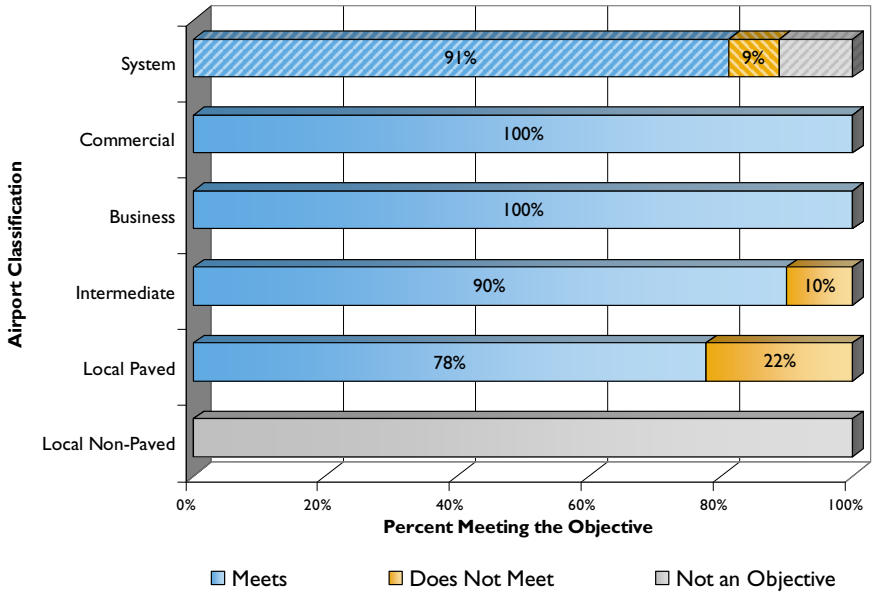
5.36.1 System Performance – Weather Reporting Facilities

Ninety-one percent of airports meet the weather reporting objective. The three airports not meeting the objective are shown in **Table 5-74** and system performance is shown in **Chart 5-34**.

Table 5-74
Weather Reporting Facilities Objective - Airports Not Meeting Objective

Airport	Existing Weather Reporting Facility	Weather Facility Needed to Meet Objective
Wheatland	None	AWOS or ASOS
Cokeville	None	AWOS or ASOS
Thermopolis	None	AWOS or ASOS

Chart 5-34
Weather Reporting Facilities Objective - System Performance



5.37 Wind Coverage

The minimum recommended wind coverage for an airport is ninety-five percent95%. This can be accomplished on a single runway or through a combination of runways. Generally, if an airport has two or more runways, it more than likely meets the 95% coverage. Wind data collected at the specific airport site is the most reliable data. As stated in **Chapter 3,** the 95% coverage is computed on the basis of the crosswind not exceeding 10.5 knots for ARC A-I and B-I, 13 knots for ARC A-II and B-II, 16 knots for ARC A-III, B-III, and C-I through D-III, and 20 knots for ARC A-IV through D-VI. If an airport has only one runway and does not meet 95% wind coverage for the airport's respective ARC, then crosswind runway alternatives should be considered. If an airport has more than one runway, the wind coverage

of each runway should be combined. If 95% is obtained through a combination of runways, no additional runways should be required.

The objectives for wind coverage by classification of airport are as shown in **Table 5-75**. For clarification purposes, the ARC objectives are also shown.

Table 5-75
Wind Coverage Objective

Airport	ARC	Wind Coverage Objective
Commercial Service Airport	C-II	95% at 16 knots
Business Airport	C-II	95% at 16 knots
Intermediate Airport	B-II	95% at 13 knots
Local Paved Airport	B-II	95% at 13 knots Suggested
Local Non-Paved Airport	A-II	95% at 13 knots Suggested

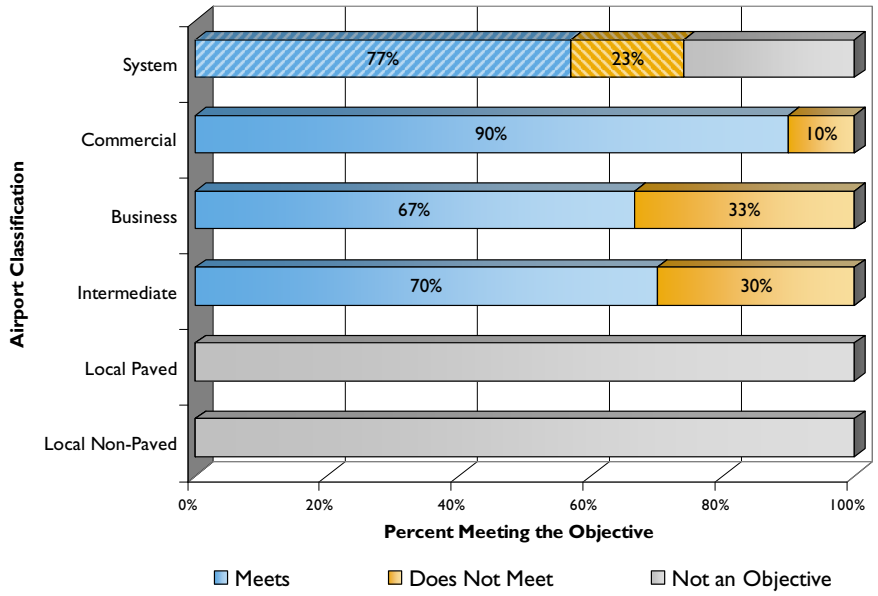
5.37.1 System Performance – Wind Coverage

Airports not meeting the wind coverage objectives are shown in **Table 5-76**. Seventy-seven percent of the airports in the system meet the wind coverage objective as shown in **Chart 5-35**.

Table 5-76
Wind Coverage Objective - Airports Not Meeting Objective

Airport	Existing Wind Coverage	Potential Solutions to Meet Objective
Jackson	Unknown	Obtain Wind Data – 95% Coverage
Pinedale	Unknown	Obtain Wind Data – 95% Coverage
Saratoga	Unknown	Obtain Wind Data – 95% Coverage
Guernsey	Unknown	Obtain Wind Data – 95% Coverage
Torrington	Unknown	Obtain Wind Data – 95% Coverage
Wheatland	93.83% at 13 knots	Obtain wind data at airport site, reorient runway or construct crosswind runway

Chart 5-35
Wind Coverage Objective - System Performance



5.38 Combined System Performance

The following charts show how the Wyoming Aviation System is performing related to the facility, service and administration objectives that have been set for each classification of airport. The charts are organized by system performance, Commercial Service Airport performance, Business Airport performance, Intermediate Airport performance, and Local Paved and Local Non-Paved Airport performance. When a specific category was not an objective for all airports, only those airports where the objective applied were considered in the system performance.

Chart 5-36
Overall System Performance

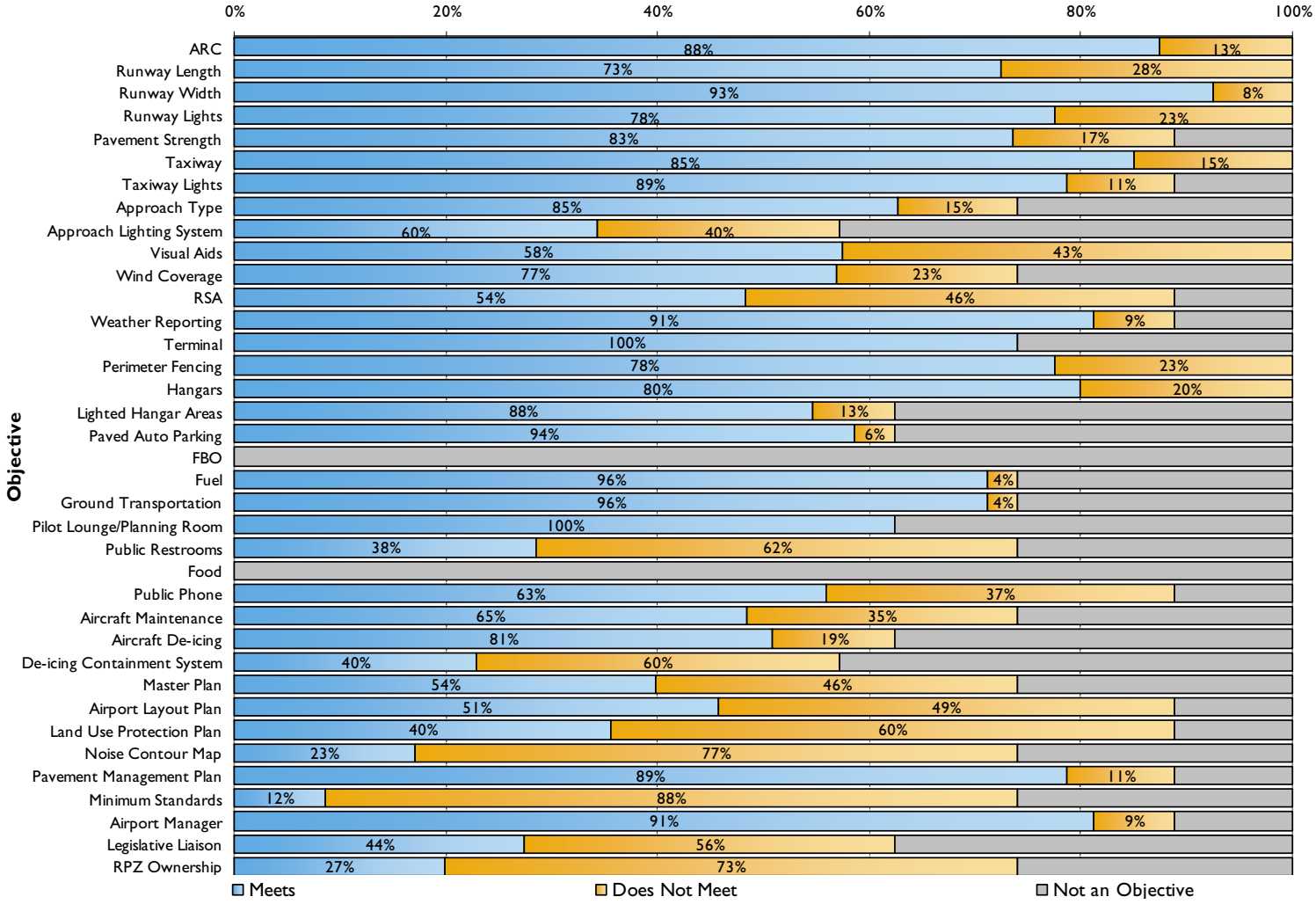


Chart 5-37
Commercial Service Airports Performance

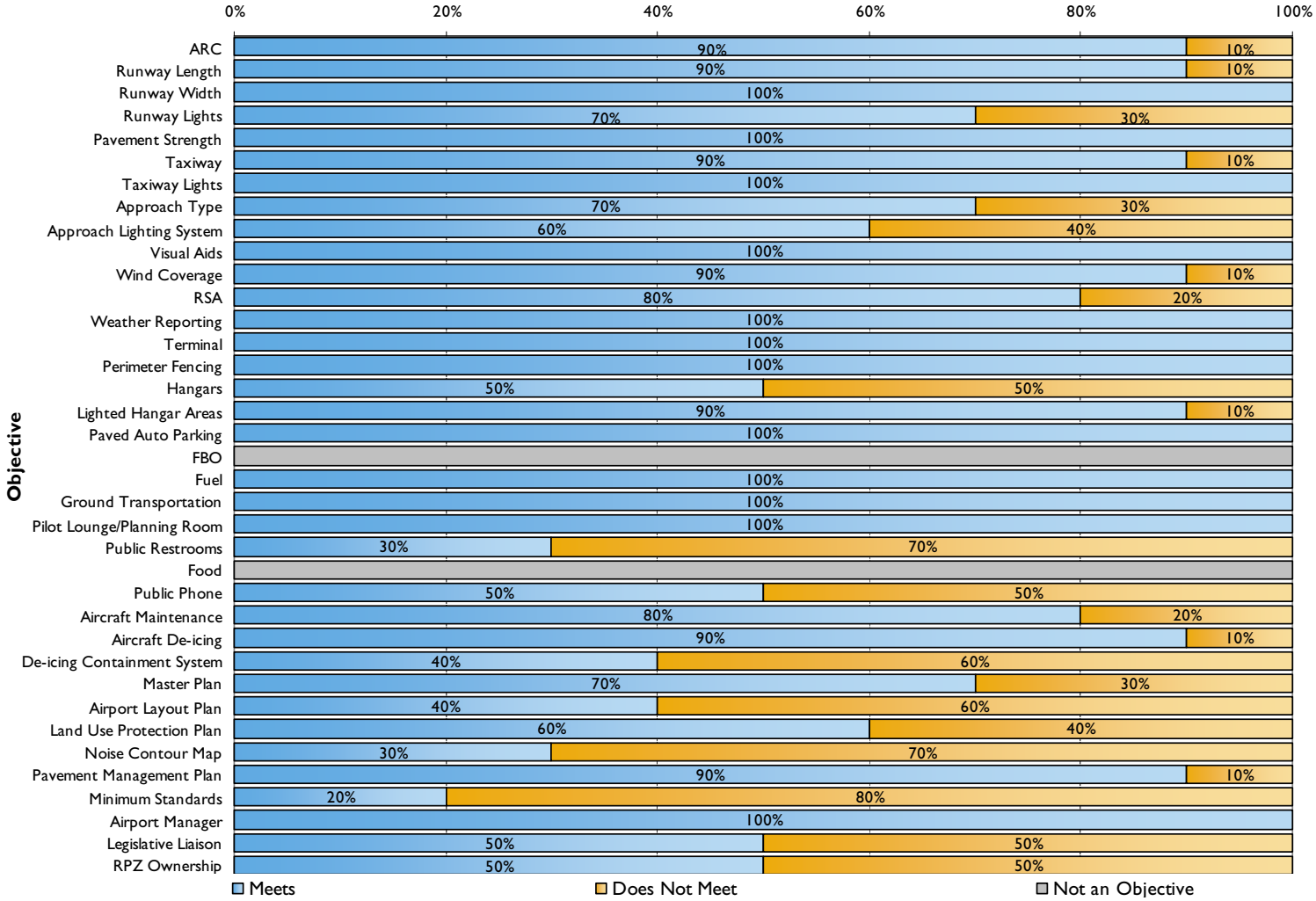


Chart 5-38
Business Airports Performance

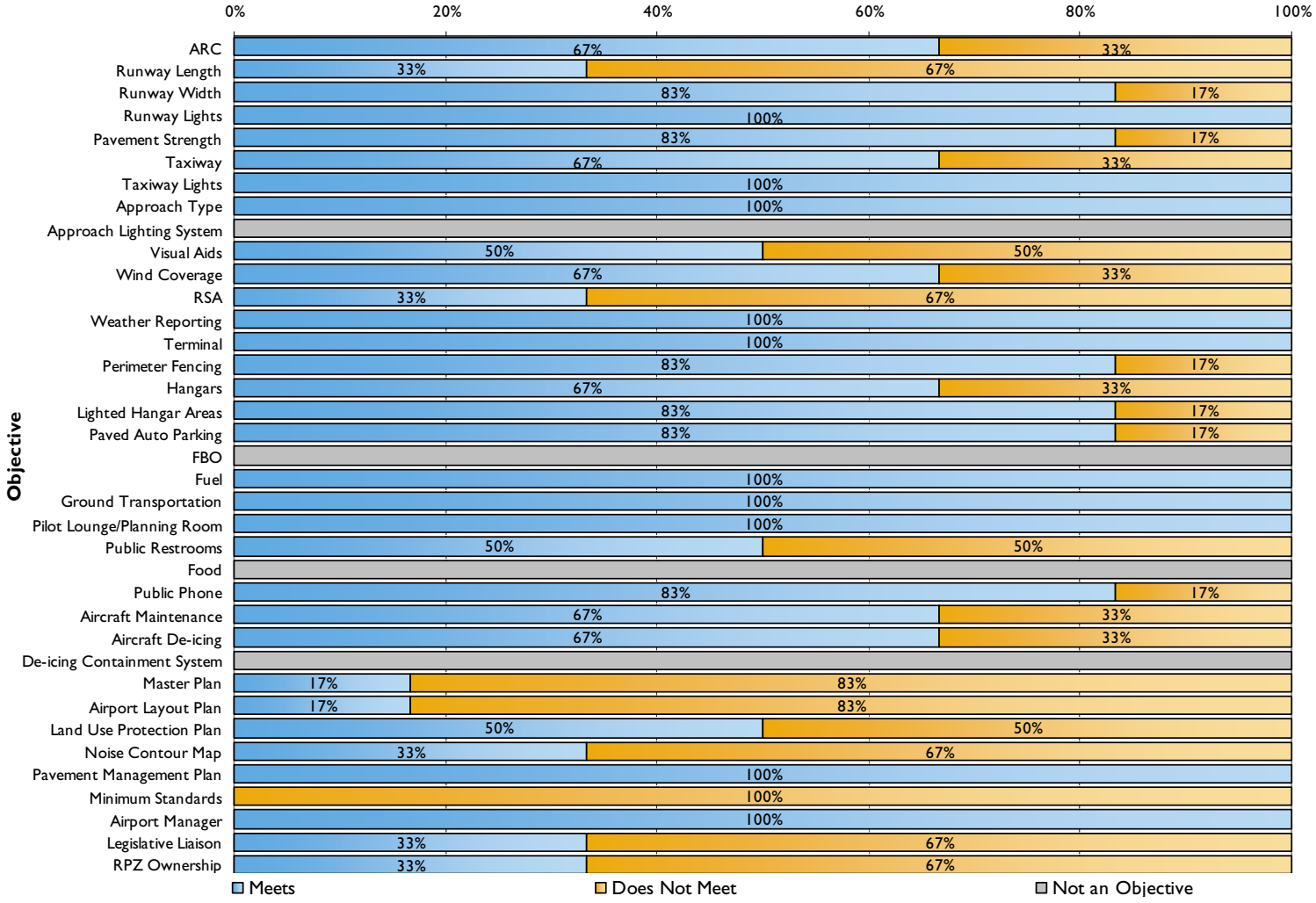


Chart 5-39
Intermediate Airports Performance

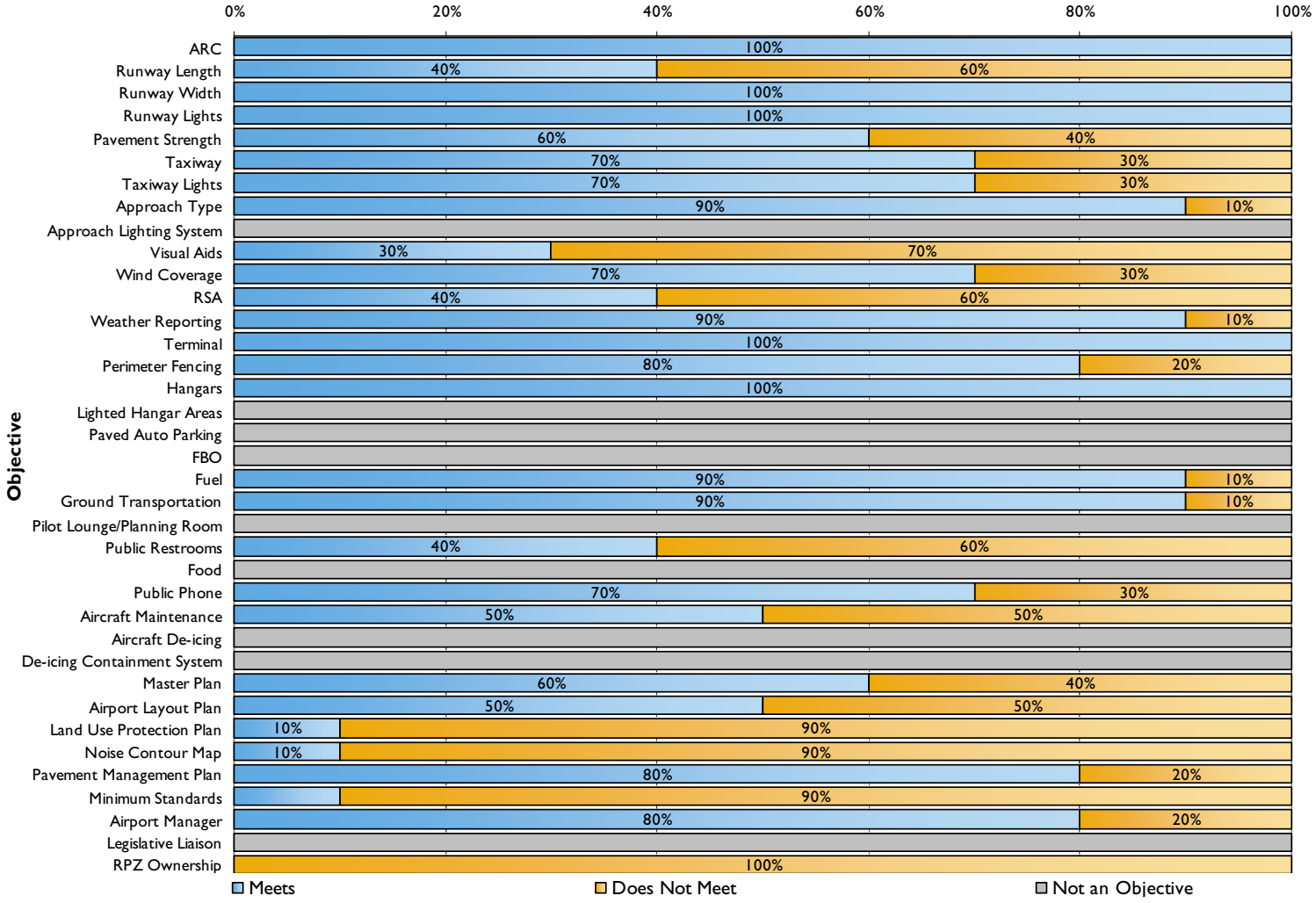


Chart 5-40
Local Paved Airports Performance

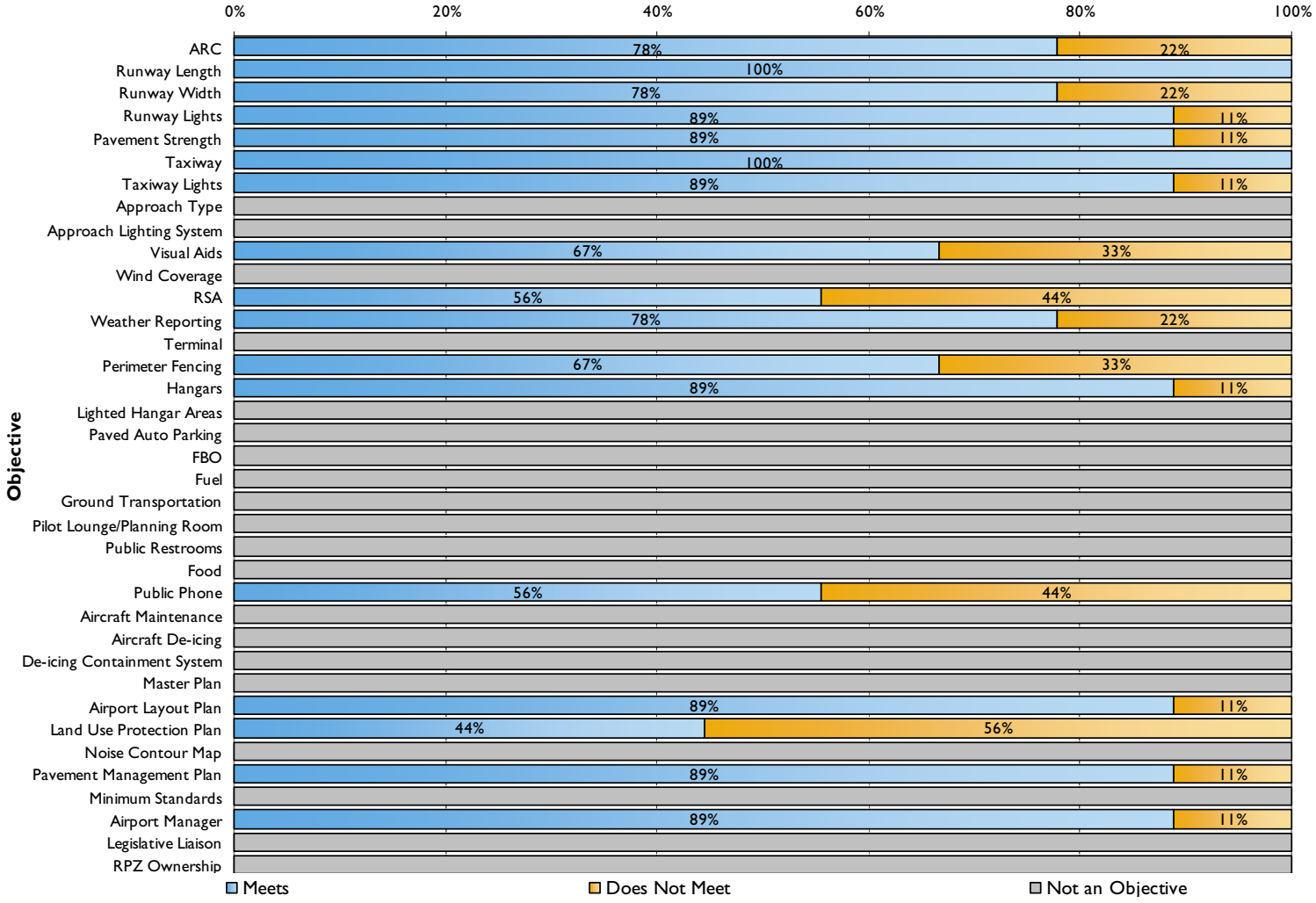
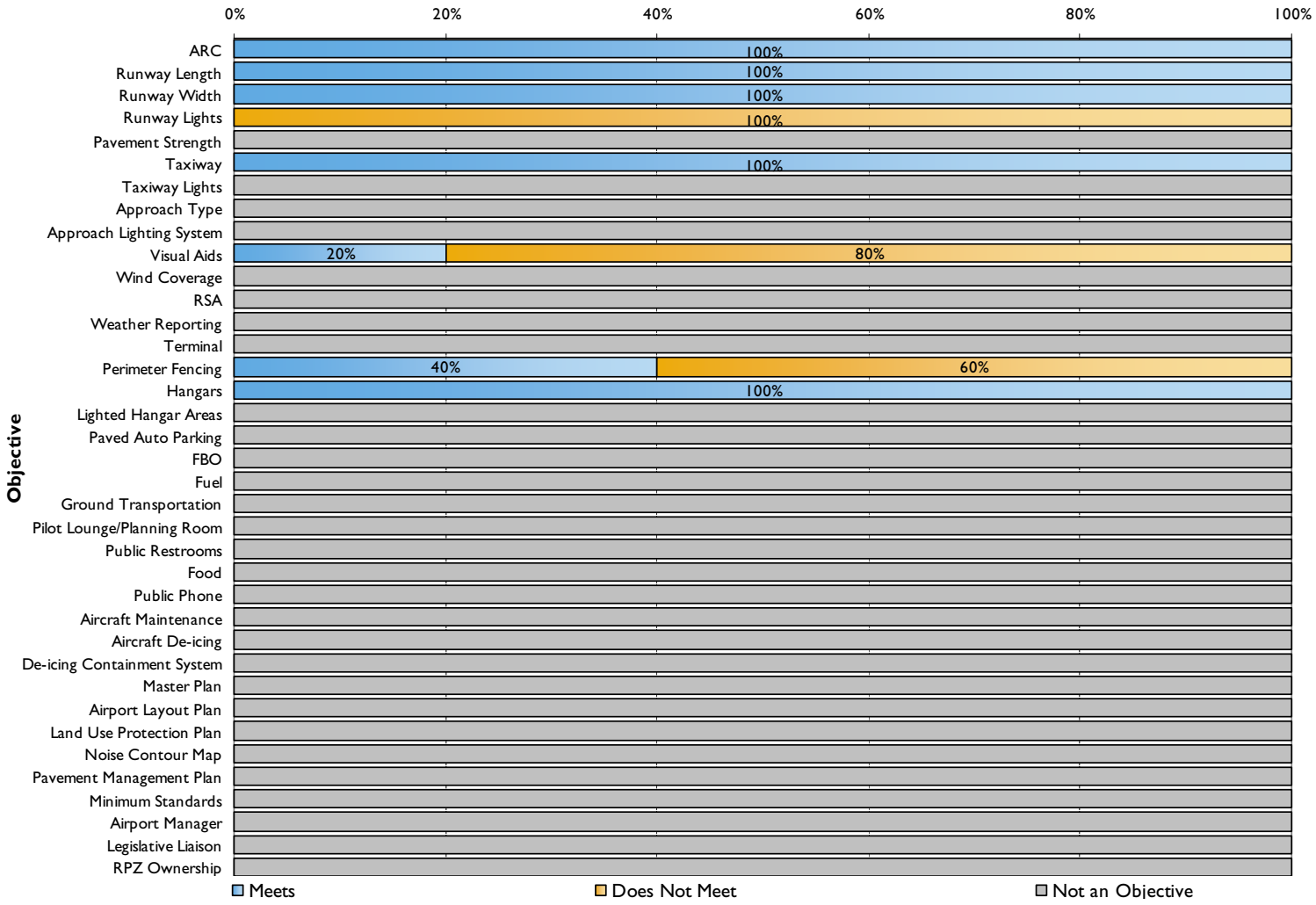


Chart 5-41
Local Non-Paved Airports Performance



6.0 System Goals/Performance

6.1 System Goals

System goals were established early in the planning process of this project, were presented in **Chapter 1** and are restated below and in the following subsections. With each goal, measures have been established as a means to evaluate the system performance related to each goal. Data gathered throughout the study has been used to measure the system performance. For each measure, current and target system performances have been noted. The Wyoming Aviation System Goals are as follows:

Goal – Provide a safe and secure integrated aviation system for its users and the general public.

Goal – Maintain an aviation system to support current and future demand while optimizing public and private investment.

Goal – Provide accessible, cost-effective, and reliable transportation options.

Goal – Develop a statewide aviation system that enhances economic activity.

Goal – Promote an aviation system that is environmentally responsible.

Goal – Promote educational activities and raise public awareness of the aviation system and its value.

Goal – Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.

6.1.1 Goal: Provide a Safe and Secure Integrated Aviation System for its Users and the General Public

Seven measurements of this goal have been established and each is discussed in the following subsections. The measurements are as follows:

- Percent of airports meeting the RSA objective
- Percent of airports meeting the runway lighting objective
- Percent of airports meeting the perimeter fencing objective
- Percent of airports meeting the weather reporting facilities objective
- Percent of airports meeting the RPZ objective
- Percent of airports meeting the visual aids objective
- Percent of airports meeting the hangar area lighting objective

6.1.1.1 Measure: Percent of Airports Meeting the RSA Objective

As stated in **Chapter 5**, the RSA is non-paved area surrounding the runway constructed in such a way to support aircraft and reduce the risk of damage should the aircraft veer from the runway during landing, takeoff or taxi. The area should be prepared in such a way to support the full weight of the aircraft, graded to the appropriate slope and be free of all obstructions that could potentially damage an aircraft.

Three of the system airports appear to have easily fixable RSA issues such as infrangible objects, gopher holes, rocks, and manhole covers located in the RSA, and if these were removed, these airports would meet the RSA objective. These airports include Riverton, Pinedale and Lusk. The other non-compliant airports have somewhat more challenging issues such as fences, roads, ponds, and non-standard grading of the RSA. These airports may require more planning and design and incur more cost to correct the non-standard RSA.

Table 6-1 shows the current system performance and establishes a system target performance of 100% for this measure.

Table 6-1
RSA - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	54%	100%
Commercial Service (10)	80%	100%
Business (6)	33%	100%
Intermediate (10)	40%	100%
Local Paved (9)	56%	100%
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.1.2 Measure: Percent of Airports Meeting the Primary Runway Edge Lighting Objective

The primary runway lighting objective includes HIRL installation at Commercial Service Airports, MIRL for Business, Intermediate, and Local Paved Airports and runway edge markers for Local Non-Paved Airports. This is an important objective especially for the Commercial Service Airports with precision approaches. The runway lighting objective is tied to the type of approach installed at the airport. The Commercial Service Airport should have precision instrumentation which is typically combined with a HIRL lighting system at FAR Part 139 Airports. When these airports are upgraded to precision instrumentation, HIRL installation should be combined with the precision upgrade. Precision instrumentation with HIRL installation adds to the usability, safety and reliability of an airport. Therefore, a target performance of 80% has been established for this measure. **Table 6-2** shows the current and target performances.

Table 6-2
Primary Runway Edge Lighting - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (40)	78%	80%
Commercial Service (10)	70%	100%
Business (6)	100%	100%
Intermediate (10)	100%	75%
Local Paved (9)	89%	50%
Local Non-Paved (5)	0%	100%
Note: ( ) indicates the total number of airports included in analysis		

6.1.1.3 Measure: Percent of Airports Meeting Perimeter Fencing Objective

A perimeter fence adds to the safety and security of the airport by protecting the airport environment from wildlife hazards and other unwanted activities. Perimeter fencing is also necessary to separate landside from airside activities keeping automobiles and the general public out of and away from aircraft movement areas. Commercial Service Airports should have security or wildlife fencing. Business, Intermediate and Local Paved Airports should have wildlife fencing and Local Non-Paved Airports should have field fence (four-strand barbed wire) fencing. **Table 6-3** shows how the system is performing and sets a system target performance of 75%. The Wyoming Aviation System currently exceeds the target performance.

Table 6-3
Perimeter Fencing - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (40)	78%	75%
Commercial Service (10)	100%	100%
Business (6)	83%	100%
Intermediate (10)	80%	75%
Local Paved (9)	67%	50%
Local Non-Paved (5)	40%	50%
Note: ( ) indicates the total number of airports included in analysis		

6.1.1.4 Measure: Percent of Airports Meeting Weather Reporting Facilities Objective

The weather reporting objective includes an AWOS/ASOS for the Commercial Service, Business Airports and Intermediate Airports. These types of weather reporting equipment are used by pilots planning a flight and pilots already in flight. These systems provide vital information to the pilot such as temperature and dew point, wind speed and direction, visibility, cloud coverage and cloud ceiling information and altimeter settings.

Inclement weather is a contributing factor in many aircraft accidents. Although the ultimate decision to fly or land at an airport is at the pilot's discretion, availability of current weather data can greatly increase the safety and usability of a facility.

Table 6-4 shows how the current system is performing along with target performance of 100% for this measure. Only three airports in the system do not meet this objective and they include Wheatland, Cokeville and Thermopolis.

Table 6-4
Weather Reporting - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	91%	100%
Commercial Service (10)	100%	100%
Business Airport (6)	100%	100%
Intermediate Airport (10)	90%	100%
Local Paved(9)	78%	100%
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.1.5 Measure: Percent of Airports with Weather Reporting Facilities Connected to the National Airspace Data Interchange Network

The National Airspace Data Interchange Network (NADIN) is an important computer system which collects and distributes valuable aviation information to not only airport users but government agencies as well. Some of the agencies that regularly subscribe to information available through NADIN include the National Weather Service (NWS) and the Departments of Defense and Homeland Security. NADIN also transmits information to the International Civil Aviation Organization.

All federally installed systems (all ASOS and some AWOS) and some locally owned systems are connected to NADIN. There are several different classifications of AWOS. Locally owned facilities can connect to NADIN through a third party service. Although this is not new technology, it has become increasingly more economical to connect these facilities to NADIN. Therefore, more and more airports have established connections to NADIN.

Currently, 60% of the system airports have weather facilities connected to the NADIN. As shown in **Chapter 3, Table 3-11**, all ten Commercial Service Airports, four Business, six Intermediate and one Local Paved Airport have weather facilities connected to the NADIN. Individual performance of this measure is included in **Appendix A**. It is recommended that when an airport without a weather reporting facility installs an AWOS or ASOS, that a connection to NADIN be established. The target performance for this measure is 75% and is presented in **Table 6-5**.

Table 6-5
Weather Reporting Facilities Connected to NADIN - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	60%	75%
Commercial Service (10)	100%	100%
Business Airport (6)	67%	100%
Intermediate Airport (10)	60%	75%
Local Paved (9)	11%	75%
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.1.6 Measure: Percent of Airports Meeting RPZ Ownership Objective

Ownership of all existing federal RPZs is an objective of both the FAA and Aeronautics. Ownership of the RPZ through fee or easement provides a means to control these areas and provide a safe landing and takeoff environment. Ownership of the RPZ also serves to protect people on the ground by ensuring that the RPZ is used in a way compatible with aeronautical purposes and helps to maintain this area clear of obstructions, providing for a safer runway environment. Ownership of the RPZ is an objective for 26 of the 40 system airports. Ownership of the RPZ is not an objective for Local Airports.

For several of the system airports, roads, railroads and/or national parks are located in the RPZ, and fee ownership of these areas may be difficult if possible at all. At times, ownership of the RPZ can be challenging, and in these situations, land use protection or easements should be pursued. Typically, as airports enjoy more frequent and higher use, encroachment of the facility also increases. Therefore, control of the RPZ and adoption of a Land Use Protection Plan for the land surrounding the airport prior to encroachment helps avoid potential future conflicts.

Table 6-6 shows how the system is performing relating to this measure and also establishes a Target Performance of 50% for the system. The Target Performance assumes one Commercial Service Airport, one Business Airport and four Intermediate Airports can meet the RPZ objective in addition to those airports already meeting the objective. A lower system target performance is established here because fee ownership of the RPZ for some airports like Jackson, located within Teton National Park, may be very difficult to obtain if possible at all. Purchase of land in railroad right of ways is another example of land which is difficult to purchase or control. However, it may be easier for Business and Intermediate Airports to control this land as they commonly have non-precision approaches and thus smaller RPZs than Commercial Service Airports with precision approaches. More aggressive target performance measures have been set for these classifications.

Table 6-6
RPZ - System/Target Performance

Classification	Current Performance (Own All RPZ)	Target Performance
Wyoming Aviation System (26)	27%	50%
Commercial Service (10)	50%	60%
Business (6)	33%	50%
Intermediate (10)	0%	40%
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.1.7 Measure: Percent of Airports Meeting the Visual Aids Objective

Visual Aids to an airport are important to pilots using an airport for several reasons. Visual aids such as an *Airport Beacon* provide a means for pilots to locate the desired airport on the horizon as well as determine if weather conditions are such that the pilot should be flying using VFRs or IFRs. Once the pilot reaches the airport and to pilots taking off from the airport, the *Wind Cone* provides information regarding wind direction and velocity allowing the pilot to determine the preferred runway direction for landing or takeoff. The *PAPI and VASI* provide visual approach guidance to the selected runway. *REILS* identify the runway end. The visual aids serve both the VFR and IFR pilots and significantly increase the all weather usability and reliability of an airport and add substantially to the safety of the facility.

Table 6-7 shows the current system performance. A target system performance of 75% has been established for this measure. **Table 5-72** in **Chapter 5** indicates which airports are not meeting this objective and what facilities are needed to meet the objective.

Table 6-7
Visual Aids - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (40)	58%	75%
Commercial Service (10)	100%	100%
Business (6)	50%	100%
Intermediate (10)	30%	75%
Local Paved (9)	67%	50%
Local Non-Paved (5)	20%	50%
Note: ( ) indicates the total number of airports included in analysis		

6.1.1.8 Measure: Percent of Airports Meeting Hangar Lighting Objective

Adding outside lighting to dark areas increases the safety and security of those areas. Exterior hangar lighting also reduces insurance premiums for based aircraft owners and hangar owners. This objective calls for outside lighting of hangar areas. This is an objective for the Commercial Service and Business Airports. Only two airports in the system, Cheyenne and Saratoga do not meet this objective. A target performance of 86% has been set for this measure. As shown in **Table 6-8,** the system currently meets the target performance.

Table 6-8
Hangar Lighting - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (16)	88%	86%
Commercial Service (10)	90%	90%
Business (6)	83%	80%
Intermediate (10)	Not an Objective	
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.2 Goal: Maintain an Aviation System to Support Current and Future Demand while Optimizing Public and Private Investment

Five measurements of this goal have been established and each is discussed in the following subsections. The measurements are as follows:

- Percent of paved airports with an average PCI rating of "acceptable"
- Percent of paved airports meeting the pavement management plan objective
- Percent of airports meeting facility and service objectives by classification
- Percent of airports meeting both the MP and ALP objective
- Percent of Commercial Service and Business Airports with an economic impact study on record with Aeronautics

6.1.2.1 Measure: Percent of Airports Meeting PCI Rating of "Acceptable"

The Pavement Condition Index (PCI) is applicable to all pavement surfaces on an airport. PCI is divided into seven ratings as shown in **Table 6-9**. Airport pavements are evaluated using ASTM standard methods and PCI values are calculated using the Army Corps of Engineers PAVER software program. Pavements are reevaluated on a three year rotation cycle.

Table 6-9
Pavement Condition Index

PCI Rating	Pavement Description
100	Excellent
85	Very Good
70	Good
55	Fair
40	Poor
25	Very Poor
10	Failed

Aeronautics' strategic performance measures identify a pavement PCI rating of 70 or greater to be "acceptable" pavement condition. "Acceptable" is defined as pavement which meets the condition needs for most aircraft usage. Below 70, the potential for aircraft damage from Foreign Object Debris (FOD), due to pavement condition, begins and therefore is considered unacceptable. Pavement at PCI of 70 or above is considered adequate to support airport operations with regular maintenance such as crack sealing. Below 70, a pavement becomes a candidate for rehabilitation/overlay. Below 50, a pavement becomes a candidate for replacement.

For the purposes of this study, airports with an average PCI rating of 70 or greater for the total paved area are rated as "acceptable". PCI ratings were determined for each airport using a weighted average method, based on area of each pavement section. Maintaining an average rating of "acceptable" ensures that the airport is able to support the current and future demand of the facility.

A total of five airports in the system did not meet the "acceptable" rating for 2007. These airports include: Greybull, Wheatland, Cokeville, Cowley, and Thermopolis as shown in **Appendix A**. Target Performance for this measure has been set at 100% as shown in **Table 6-10**.

Table 6-10
PCI Rating - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	86%	100%
Commercial Service (10)	100%	100%
Business (6)	83%	100%
Intermediate Airport (10)	90%	100%
Local Paved (9)	67%	100%
Local Non-Paved (5)	Not an Objective	

Note: ( ) indicates the total number of airports included in analysis

6.1.2.2 Measure: Percent of Airports with a Paved Runway with a Pavement Management Plan

Pavement Management Plans for each airport are a joint effort between the airport sponsor, their consultant, FAA, and Aeronautics. Plans are typically developed by the Aeronautics Division and take into account Pavement Condition Inspections performed on a three year cycle, engineering judgment, historical information, and input from the FAA, the sponsor, and the airport's consultant. The plans are developed using the Army Corps of Engineer's Paver Program. The plans are developed based on a 5-year projection for maintenance and a 10-year projection for rehabilitation and reconstruction. They are re-evaluated every three years, after the PCI inspection. Once approved, each plan is incorporated into the Capital Improvement Program by Aeronautics and the FAA.

Table 6-11 shows that the current system is performing at 89%. The PCI performance of all airports is shown in **Appendix A.** The target performance for this measure has been set at 100%.

Table 6-11
Pavement Management Plan - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	89%	100%
Commercial Service (10)	90%	100%
Business (6)	100%	100%
Intermediate (10)	80%	100%
Local Paved(9)	89%	100%
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.2.3 Measure: Percent of Airports Meeting All Facility and Service Objectives

As stated in **Chapter 5**, minimum airport objectives were determined for each classification of airport. In order for these airports to obtain the characteristics of these classifications, all airport objectives should be met.

None of the airports in the system currently meet all facility and service objectives. A target system performance of 20% has been set for this measure. Some of the system airports may be able to meet this objective with minimal effort such as sending documents to Aeronautics, updating planning documents, etc. Other airports may require greater effort with longer term projects and more costly deficiencies such as insufficient runway lengths, instrument approach types, insufficient RSA and/or lack ownership of their RPZ.

Table 6-12 shows how the current system is performing and sets the target performance level of 20% for this measure.

Table 6-12
Facility and Service Objectives - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (40)	0%	20%
Commercial Service (10)	0%	20%
Business (6)	0%	20%
Intermediate (10)	0%	20%
Local Paved (9)	0%	20%
Local Non-Paved (5)	0%	20%
Note: ( ) indicates the total number of airports included in analysis		

6.1.2.4 Measure: Percent of Airports Meeting Both the MP and ALP Objective

An Airport MP provides documentation of an airport regarding existing facilities, aviation demand projections, demand/capacity analysis, proposed airport facility upgrades based on current and future demand, environmental overview of the proposed facility upgrades and an implementation plan including cost estimates of the proposed facility improvements. The MP is typically written for a 20-year planning period with development distributed over the 20-year period.

The ALP accompanies the MP and graphically displays facility upgrades and includes an airport layout plan sheet showing all overall development, FAR Part 77 imaginary surfaces surrounding all airports, existing and future approach plan and profiles sheets identifying approach paths to the airport as well as obstructions to these approaches, terminal area design including hangar locations, taxilane improvements, etc., a land use protection plan, noise contour map and airport property map.

The objective for the system is that Commercial Service Airports, Business and Intermediate Airports have on record with Aeronautics the most recent MP and ALP and that the MP is less than 10 years old and the ALP less than five years old.

Revisions and potential upgrades to the ALP occur more frequently than is necessary to update the MP which accounts for the difference in updating timeframes.

As shown in **Chapter 5**, **Chart 5-17**, 54% of the system airports meet the MP Objective. **Chart 5-1** shows that 51% of the system meets the ALP objective. When these objectives are combined, 46% of the system airports meet both objectives. Many have updated MPs but do not have an associated ALP on record with Aeronautics. It is anticipated that the system performance can be improved if sponsors submit currently approved documents to Aeronautics. In addition, several airports are currently updating their ALP and Master Plan. **Tables 5-7** and **5-39** show which airports are not meeting these objectives.

Forty-six percent of the system airports currently meet this objective as shown in **Table 6-13**. A target performance level of 55% has been set for this measure.

Table 6-13
MP and ALP Objective - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	46%	55%
Commercial Service (10)	30%	75%
Business (6)	17%	75%
Intermediate (10)	40%	50%
Local Paved (9)	89%	50%
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.2.5 Measure: Percent of Commercial Service and Business Airports with an Economic Impact Study on Record with Aeronautics

Statewide economic impact analysis is performed by Aeronautics on a 5-year schedule. In addition, airport sponsors occasionally perform their own Economic Impact Study directly related to their airport. This measure examined how many airports in the system have an Economic Impact Study for their airport and how many have this study on record with Aeronautics. As shown in **Table 6-14** and **Appendix A**, 75% of the system airports have an economic study and have it on record with Aeronautics.

Table 6-14
Economic Impact Study - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (16)	75%	100%
Commercial Service (10)	70%	100%
Business Airport (6)	83%	100%
Intermediate Airport (10)	Not an Objective	
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

System performance would be 100% if the statewide economic impact analysis were completed for all airports. As such, a target performance level of 100% has been set for this measure. If sponsors complete their own economic impact study for their airport, they are encouraged to submit this document to Aeronautics.

6.1.3 Goal: Provide Accessible, Cost-Effective, and Reliable Transportation Options

Four measurements of this goal have been established and each is discussed in the following subsections. Each drive time measurement assumes use of existing roads and published speed limits. The measurements are as follows:

- Percent of Wyoming population within 90 minutes of a Commercial Service Airport and within 30 minutes of a General Aviation Airport
- Percent of Wyoming population within a 90 minute drive time of an airport offering Air Charter Service
- Percent of economic centers located within 60 minutes of a Commercial or Business Airport
- Percent of Commercial Service, Business and Intermediate Airports meeting the primary runway instrument approach objective

For those measures involving population, data discussed in **Chapter 3** was again used for this analysis. The 2008 population forecast of Wyoming was obtained from the Wyoming Department of Administration and Information, Economic Analysis Division and was forecast based on 2000 Census data. GIS data points were linked to 2000 Census data from a broad state total down to the nearest city block. However, population forecasts were included as city and county totals only and were not tied to individual block data points as is the 2000 census. Therefore, the 2000 census data point totals were used to estimate the distribution of the 2008 estimated data to be used to determine the percent of population served by any given drive time measure. Population data is shown for counties and cities with an airport and larger cities (population over 1,000) located within those counties. This data was previously presented in **Chapter 3**, **Table 3-1** and was used along with a GIS system to analyze the population measures.

6.1.3.1 Measure: Percent of Wyoming Population Within 90 Minutes of a Commercial Service Airport and 30 Minutes of all Other System Airports

This is a good measure of the population coverage of the existing system. Commercial Service Airports, particularly in areas with lower density populations, typically have a 90 minute drive time service area and a 30 minute service area typically applies to General Aviation Airports.

Ninety-eight percent of the Wyoming population lives within 90 minutes of a Commercial Service Airport and within 30 minutes of all other system airports when out of state airports are also included. A target performance of 95% has been established for this measure. As indicated, the existing system currently exceeds the target performance by 3%. The system and target performance for this measure is shown in **Table 6-15** and graphically displayed in **Figure 6-1**.

Table 6-15
Wyoming Population Within 90 Minutes of a Commercial Service Airport and 30 Minutes of all Other System Airports

	Percent Coverage
Target Performance	95%
System Performance	98%

6.1.3.1.1 Potential System Redundancy

Approximately 2% of the population is not located within 90 minutes of a Commercial Service Airport or 30 minutes of all other system airports. However, there are some areas in the state where service areas of airports overlap. In these areas, the population may be served by two or more airports and these areas may represent potential airport redundancy in the system.

For overlapping service areas, characteristics of the airports were examined and are presented in the following sections. It is important to note that although some overlaps may exist between airport service areas, each airport service area may serve a different role and/or different types of users or offer facilities and services that draw users from other airport service areas or areas beyond the study airport's service area.

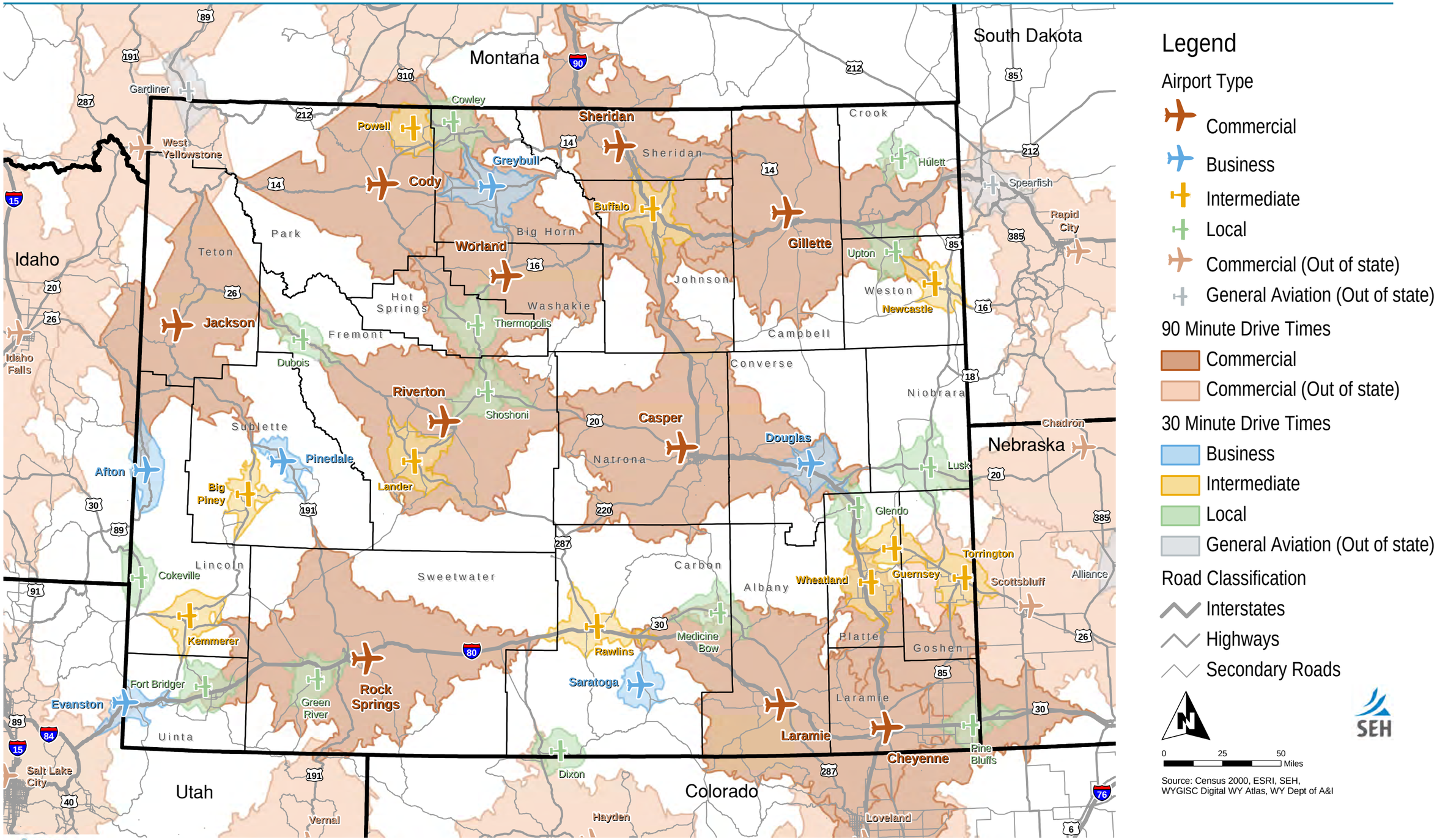


Figure 6-1 - Commercial Service Airports 90 Minute Service Areas and General Aviation 30 Minute Service Areas

6.1.3.1.2 Potential System Redundancy - Commercial Service Airports

The overlapping 90 minute service areas for Commercial Service Airports are shown in **Figure 6-2** and summarized in **Table 6-16**. Out of state airports overlapping with Wyoming Airports have been excluded from this analysis because the State of Wyoming does not have control over these airports, and service area overlaps are considered small. An exception to this is the overlap between the Fort Collins-Loveland Airport (Loveland) located in Colorado with the Cheyenne and Laramie service areas. This area is large and has therefore been analyzed and is shown in **Table 6-16.**

Table 6-16
Commercial Service Airports - Overlapping 90 Minute Service Areas

City	Overlapping Service Areas			Figure 6-2 Identifier
Casper	Riverton	Sheridan		B, F
Cheyenne	Laramie	Loveland		A
Cody	Worland			C
Gillette	Sheridan			D
Laramie	Cheyenne	Loveland		A
Riverton	Casper	Worland		B, G
Sheridan	Casper	Gillette	Worland	F, D, E
Worland	Cody	Riverton	Sheridan	C, G, E

Although a 90 minute drive time is appropriate for analyzing sufficient air service in rural areas and states with lower density populations such as Wyoming, a main benefit of air travel is time savings. Therefore, potential Commercial Service Airport redundancy was only considered if service area overlaps occurred within a 60 minute service area of two or more Commercial Service Airports. When a 60 minute service area was applied to the Commercial Service Airports, only the service areas of Gillette/Sheridan and Laramie/Cheyenne/Loveland overlap as shown in **Table 6-17** and **Figure 6-3**.

Table 6-17
60 Minute Drive Time Commercial Service Overlapping Service Areas

City	Overlapping Service Areas		Figure 6-3 Identifier
Cheyenne	Laramie	Loveland	A
Gillette	Sheridan		D
Laramie	Cheyenne	Loveland	A
Sheridan	Gillette		D

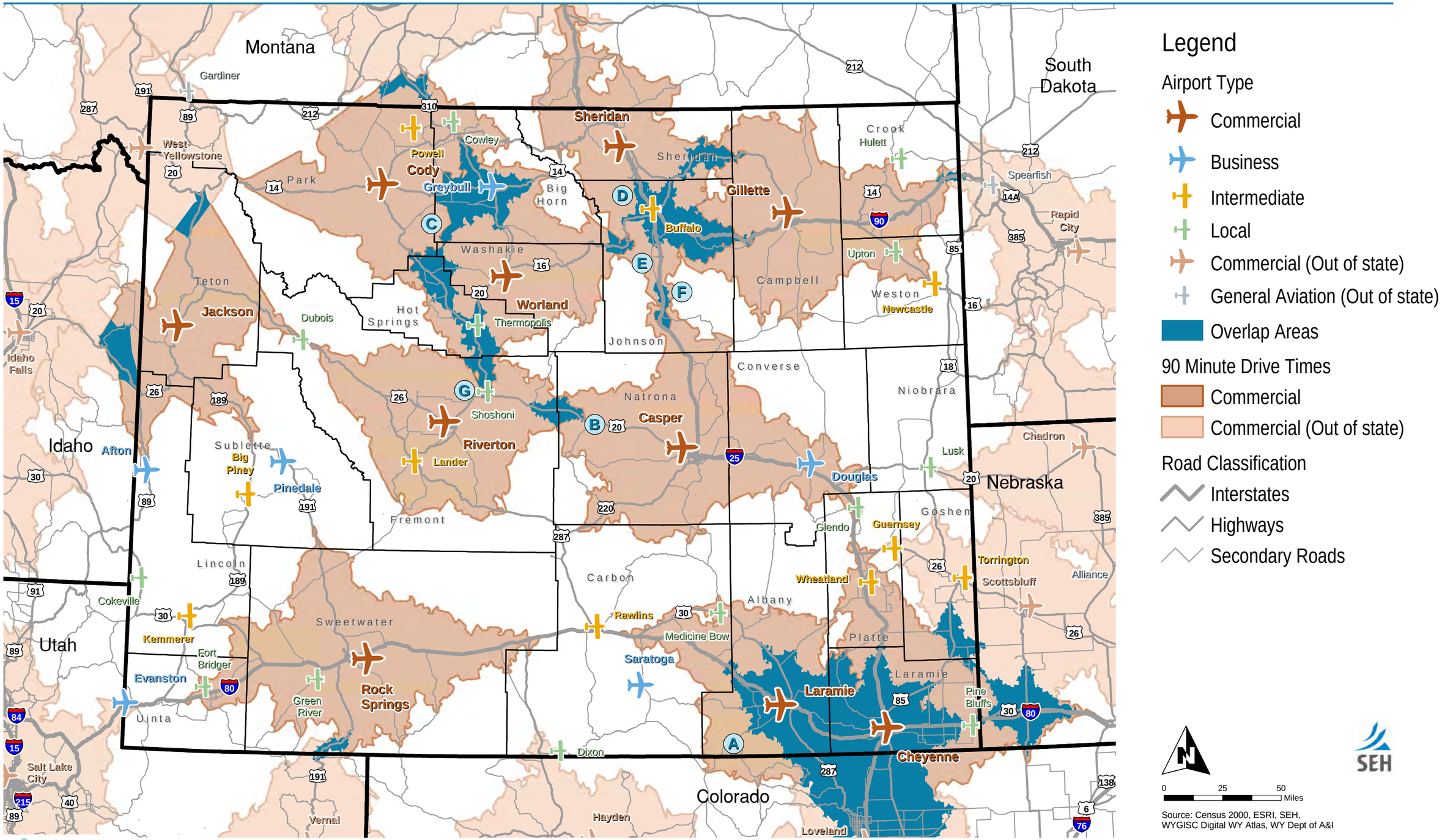


Figure 6-2 - Commercial Service Airports - Overlapping 90 Minute Service Areas

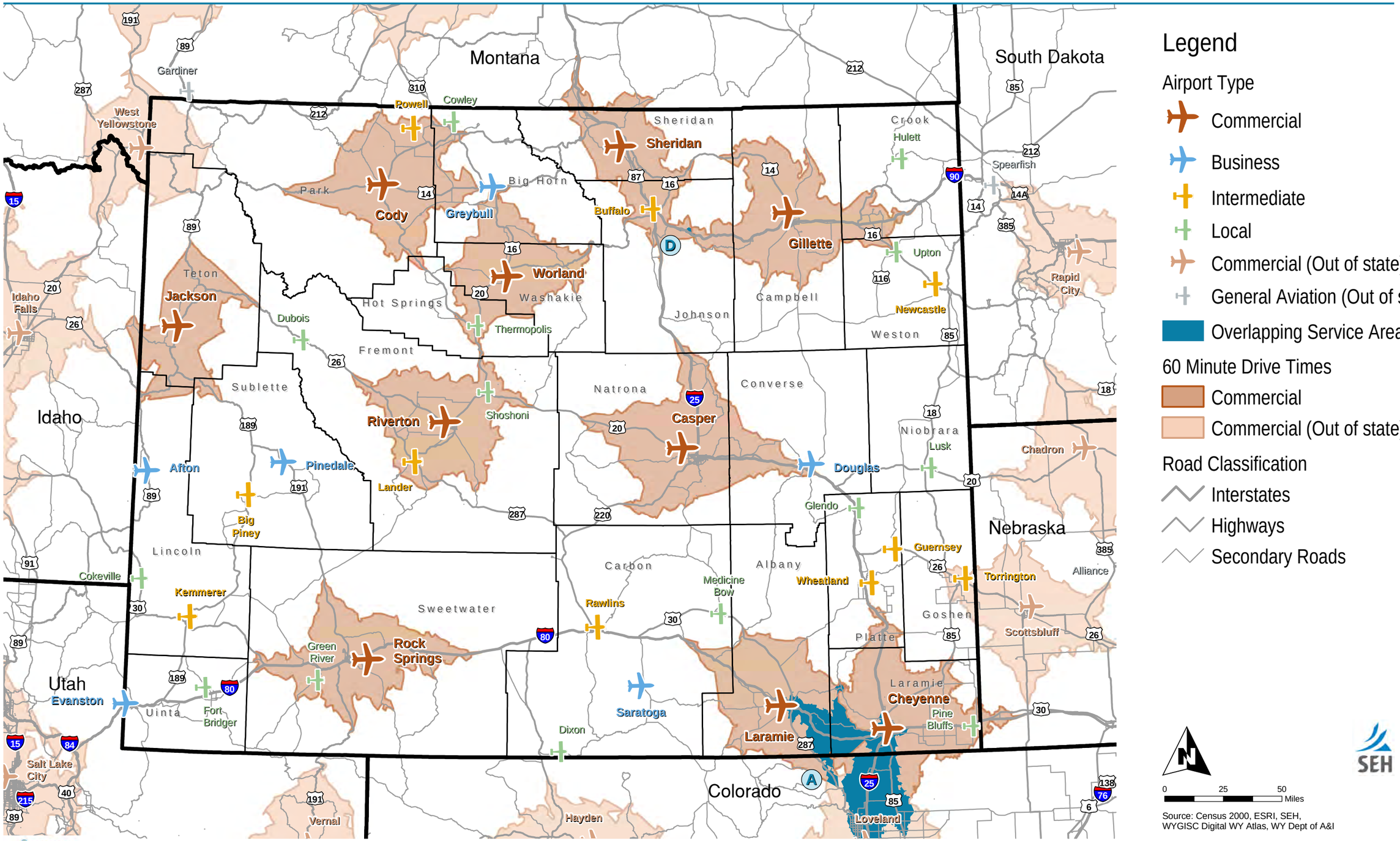


Figure 6-3 - Commercial Service Airports - Overlapping 60 Minute Service Areas

a. Gillette – Sheridan – (D)

The 60 minute service areas of Gillette and Sheridan overlap and encompass an unpopulated area of approximately 13 square miles. Approximately 40,901 people live within 60 minutes of Gillette and 34,958 live within 60 minutes of Sheridan. Because the overlap area is unpopulated, the same numbers apply when people are assumed to drive to the closest airport.

Both airports are serving a city which has been identified as a major economic center as defined in **Chapter 3,** and both are EAS designated airports with neither receiving the subsidy in 2006. This means these airports are maintaining a level of air service where a subsidy has not been required. In addition, both airports are experiencing similar levels of passenger enplanements and these levels support the fact that both airports are being utilized to the FAA entitlement level. FAA entitlement funding for Commercial Service Airports requires that these airports enplane 10,000 passengers annually. Although these service areas overlap, the area is very small and contains no people. Therefore, the Gillette/Sheridan service area overlap does not appear to represent an area of redundancy in the Wyoming Aviation System. This data is summarized in **Table 6-18.**

Table 6-18
Gillette - Sheridan Analysis

Airport	Total Annual Enplanements	Total Annual Operations	(A) Total Population Within 60 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Gillette	25,647	19,105	40,901	40,901	0 People	0%
Sheridan	20,978	37,230	34,958	34,958	13 Square Miles	0%

b. Laramie – Cheyenne – Loveland, CO – (A)

The 60 minute service areas of Laramie, Cheyenne and Loveland overlap for approximately 1,637 square miles and include 106,482 people of Wyoming's population. This number does not consider Colorado population. The 60 minute service areas of Cheyenne and Laramie each encompass the other city center. Meaning, one can drive from the Laramie Regional Airport and reach the city center of Cheyenne within 60 minutes and visa versa. The same applies to the Cheyenne and Loveland service areas. The drive time from the Laramie city center to Fort Collins-Loveland Airport is closer to 90 minutes.

Approximate Wyoming population within 60 minutes of Laramie includes 97,986 people, Cheyenne, 115,465 people and Loveland, 77,268 people. When the service areas are split to assume that facility and services are equal and the Wyoming population will travel to the closest airport, Laramie serves approximately 31,242 Wyoming residents, Cheyenne serves 86,982 and Loveland serves 0.

Although all three of these airports offer commercial service, they offer different types of services. Laramie and Cheyenne are similar in that they both are served by Great Lakes Airlines and offer flights to and from Denver where passengers can connect with other airlines and worldwide destinations. Loveland offers service on Allegiant Air with flights to and from Las Vegas where passengers can also connect to other airlines and other worldwide destinations although fewer options exist when compared to flights connecting through Denver. In addition, the Loveland-Las Vegas segment is a much longer flight time compared to the Laramie or Cheyenne to Denver first flight segment. Therefore, the overlapping service area of Loveland with Cheyenne and Laramie is not viewed as competing but rather as offering complementary service options. This data is summarized in **Table 6-19**.

Table 6-19
Laramie - Cheyenne - Loveland Analysis

Airport	Total Population Served Within 60 Minutes	Total Wyoming Population Served When People Drive to Closest Airport	Overlapping Service Areas
Laramie	97,986	31,242	106,482 People 1,637 Square Miles
Cheyenne	115,465	86,982	
Loveland, CO	77,268	0	

Cheyenne and Laramie however, offer similar service and serve a large portion of the same population. The 2007 annual enplanements at Laramie totaled 9,939 and 16,766 were recorded at Cheyenne. Both Laramie and Cheyenne are EAS designated airports with only Laramie receiving the subsidy in 2006. Both airports are serving a city which has been identified as an economic center.

Approximately 97,986 people live within 60 minutes of Laramie and 115,465 live within 60 minutes of Cheyenne. When service areas are split to assume people will travel to the closest airport, Laramie serves 31,242 and Cheyenne serves 86,982.

Approximately 97% of the people within 60 minutes of Laramie are also within 60 minutes of Cheyenne and approximately 82% of the people within 60 minutes of Cheyenne are also within 60 minutes of Laramie.

Although there is a large population near Laramie and Cheyenne, their proximity to the Denver hub means that many people may elect to drive to Denver for flight options rather than flying from Laramie or Cheyenne and connecting to a final destination through the Denver Airport.

Due to the high number of people living within the overlap area of Laramie and Cheyenne and because the majority of these people could also be served by either airport, there is potential for commercial service overlap between these two airports. This data is summarized in **Table 6-20.** More in depth analysis of these airports, the markets and airport users they serve should be analyzed through a separate study or addressed through each airport's master plan during the master planning process.

Table 6-20
Laramie - Cheyenne Analysis

Airport	Total Annual Enplanements	Total Annual Operations	(A) Total Population Within 60 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Laramie	9,939	10,090	97,986	31,242	95,231 People	97%
Cheyenne	16,766	58,853	115,465	86,982	651 Square Miles	82%

6.1.3.1.3 Potential System Redundancy – General Aviation Airports

A 30 minute service area is related to general aviation activity only and does not consider commercial service or military operations. However, commercial service and/or military operations at an airport can contribute to airport and airspace congestion which can be a deterrent to general aviation users. A 30 minute service area is appropriate for airports serving the general aviation community as these types of users generally use an airport within 30 minutes of their residence or business. Also, federal criteria supports that NPIAS airports should be located a distance of at least 30 minutes drive time of another NPIAS airport.

In addition to proximity, airport users select an airport for use by the types of facilities and service available. These may include runway length, instrument approach capabilities, fuel types available as well as price, general airport condition, hangar availability and prices to lease or rent, aircraft maintenance and FBO services. Other factors considered may include ease of airport use (ie. air traffic congestion or lack thereof), existence of an air traffic control tower, weather systems available, etc. The importance of any one of these items is user specific but these are typically the types of facilities and services users consider when selecting an airport for general aviation use. Generally, when selecting an airport, a user will balance the availability of facilities and services against the geographic location of an airport and the proximity of the airport to their residence or business.

If the roles of the airports are the same and facilities and services are similar, users generally select the closest airport to their residence or business or the airport where they have an established relationship with the service provider. Although a 30 minute service area has been analyzed, it should also be noted that users may elect to drive a distance greater than 30 minutes to obtain the types of facilities they require or the services or service provider they prefer.

Overlapping 30 minute service areas of all airports in the system are shown in **Figure 6-4,** identified in **Table 6-21** and generally discussed in the following subsections. For this analysis, a 30 minute drive time has been applied to each airport including Commercial Service Airports. Commercial Service Airports may also serve general aviation aircraft and can function in a similar capacity to a Business or Intermediate Airport. When service areas of airports with the same or similar roles overlap, there may be potential for system redundancy. Each area of overlap has been analyzed in general detail in the following subsections. When comparing airports, based aircraft and total annual operations have been noted. Based aircraft can be considered an indicator of local airport use and total annual operations can be considered an indicator of local and itinerant usage levels. Additional, more in depth analysis may be required through the local master planning process or through special studies to determine if system redundancy exists.

Table 6-21
All Airports - Overlapping 30 Minute Service Areas

City	Overlapping Service Areas			Figure 6-4 Identifier
Cheyenne	Laramie	Pine Bluffs		Q, P
Cody	Powell			J
Laramie	Cheyenne			Q
Riverton	Lander	Shoshoni		C, D
Rock Springs	Green River			B
Sheridan	Buffalo			K
Worland	Greybull	Thermopolis		G, F
Douglas	Glendo			M
Evanston	Fort Bridger			A
Greybull	Worland	Cowley		G, H
Buffalo	Sheridan			K
Guernsey	Torrington	Wheatland	Glendo	O, N
Lander	Riverton			C
Newcastle	Upton			L
Powell	Cody	Cowley		J, I
Torrington	Guernsey			O
Wheatland	Guernsey	Glendo		N
Cowley	Greybull	Powell		H, I
Fort Bridger	Evanston			A
Glendo (non-paved)	Douglas	Wheatland	Guernsey	M, N
Green River (non-paved)	Rock Springs			B
Pine Bluffs	Cheyenne			P
Shoshoni (non-paved)	Riverton	Thermopolis		D, E
Thermopolis	Worland	Shoshoni		F, E
Upton (non-paved)	Newcastle			L

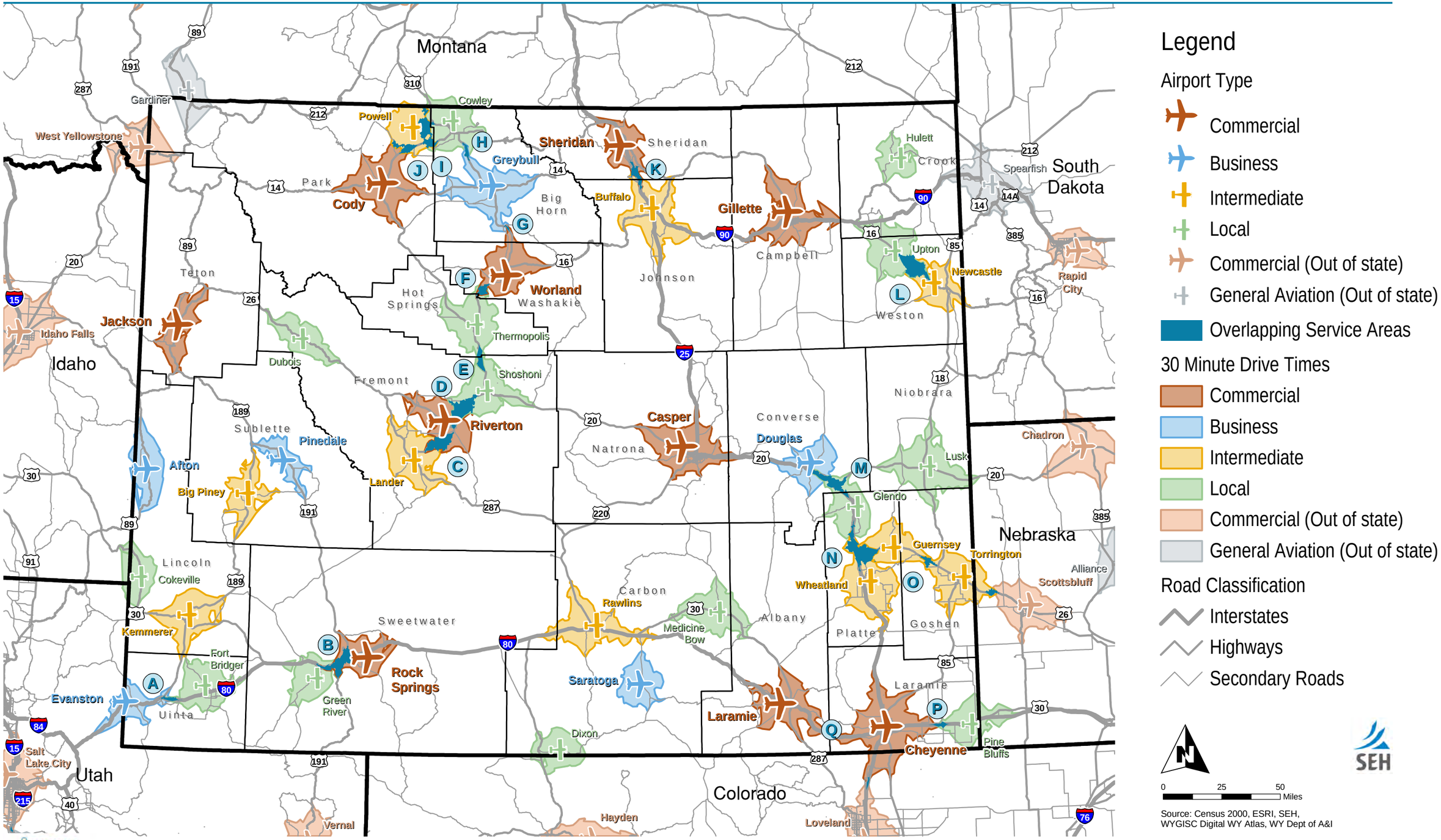


Figure 6-4 - Commercial Service and General Aviation Airports - Overlapping 30 Minute Service Areas

a. Evanston – Fort Bridger – (A)

Evanston, a Business Airport, serves a total of 13,697 people within a 30 minute service area, while Fort Bridger, a Local Paved Airport, serves a total of 5,544 people. The 30 minute service areas of both airports overlap for approximately 8 square miles and it is estimated that no people live in this area. This overlapping service area is relatively small when compared to the overall service areas of both airports. In addition, the two airports serve a different role and different types of airport users. Evanston has 18 based aircraft and 6,080 annual operations compared with 10 based aircraft and 3,500 annual operations for Fort Bridger. The based aircraft and operation levels support that demand for both airports exists. **Table 6-22** summarizes this data.

Table 6-22
Evanston - Fort Bridger Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Evanston	18	6,080	13,697	13,697	0 People 8 Square Miles	0%
Fort Bridger	10	3,500	5,544	5,544		0%

b. Rock Springs – Green River – (B)

The 30 minute service areas of Rock Springs, a Commercial Service Airport, and Green River, a Local Non-Paved Airport, overlap for approximately 60 square miles covering a population of approximately 22,810 people. Approximately 25,282 people live within 30 minutes of Rock Springs and approximately 35,488 people live within 30 minutes of Green River.

Approximately 90% of the population within the 30 minute service area of Rock Springs also lives within 30 minutes of Green River and 64% of the population within the 30 minute service area of Green River also lives within 30 minutes of Rock Springs.

When the service areas are split to assume people will travel to the closest airport, Rock Springs serves 23,948 people while Green River serves 14,017 people. Rock Springs has 49 based aircraft and Green River has zero. This data is summarized in **Table 6-23**.

Table 6-23
Rock Springs - Green River Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Rock Springs	49	17,017	25,282	23,948	22,810 People 60 Square Miles	90%
Green River (non-paved)	0	34	35,488	14,017		64%

Although 90% of the population served by Rock Springs is also served by Green River, the facilities and services at Rock Springs are greater than those of Green River and most users would likely elect to use Rock Springs.

Both Rock Springs and Green River are major economic centers. Although it may appear that the Green River Airport is not of high use, the airport still functions as an emergency landing location to itinerant users. State funds used to maintain a Local Non-Paved Airport are minimal compared to the value of the facility as a potential emergency landing site.

c. Lander – Riverton – (C)

The 30 minute service areas of Riverton, a Commercial Service Airport, and Lander, an Intermediate Airport, overlap for approximately 54 square miles covering a population of approximately 1,271 people. Approximately 15,016 people live within 30 minutes of Lander and approximately 18,841 people live within 30 minutes of Riverton.

Approximately 8% of the population within the 30 minute service area of Lander also lives within 30 minutes of Riverton and 7% of the population within the 30 minute service area of Riverton also lives within 30 minutes of Lander.

When the service areas are split to assume people will travel to the closest airport, Lander serves a total of 14,426 people while Riverton serves 17,994 people. This data is summarized in **Table 6-24**.

Table 6-24
Lander - Riverton Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Lander	55	11,180	15,016	14,426	1,271 People	8%
Riverton	34	8,423	18,841	17,994	54 Square Miles	7%

Users of Lander could elect to use Riverton as Riverton offers a greater variety of facilities and services. However, Lander currently has 55 based aircraft and it can therefore be assumed that the Lander Airport is fulfilling a role for these users as well as itinerant user and that they prefer to utilize the Lander Airport. It is further assumed that the Lander preference may be due to the use of the Riverton Airport by commercial airlines that may contribute to a lack of ease of use of the Riverton Airport. Both Lander and Riverton are defined as major economic centers.

d. Riverton – Shoshoni - (D)

The 30 minute service areas of Riverton, a Commercial Service Airport, and Shoshoni, a Local Non-Paved Airport, overlap for approximately 74 square miles covering a population of approximately 8,627 people. Approximately 18,841 people live within 30 minutes of Riverton and approximately 9,511 people live within 30 minutes of Shoshoni.

Approximately 46% of the population within the 30 minute service area of Riverton also lives within 30 minutes of Shoshoni and 91% of the population within the 30 minute service area of Shoshoni also lives within 30 minutes of Riverton.

When the service areas are split to assume people will drive to the closest airport, Riverton serves a total of 17,994 people while Shoshoni serves 1,258 people. This data is summarized in **Table 6-25**.

Table 6-25
Riverton - Shoshoni Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Riverton	34	8,423	18,841	17,994	8,627 People 74 Square Miles	46%
Shoshoni (non-paved)	3	75	9,511	1,258		91%

Similar to the Riverton – Lander discussion, airport users of Shoshoni could elect to use Riverton as Riverton offers a greater variety of facilities and services. However, Riverton with 34 based aircraft is a Commercial Service Airport while Shoshoni, with 3 based aircraft, is a Local Non-Paved facility. Both of these airports serve very different roles and it is assumed that the users of Shoshoni prefer the use of a non-paved runway and more than likely the quieter nature of use of this airport. Although it may appear that Shoshoni is not of high use, the airport does function to serve local users and as a potential emergency landing location to both local and itinerant users. State funds used to maintain a Local Non-Paved Airport are minimal compared to the value of the facility as a potential emergency landing site.

e. Shoshoni – Thermopolis – (E)

In addition to overlapping with the Riverton 30 minute service area to the south, Shoshoni, a Local Non-Paved Airport also overlaps with the Local Paved Airport Thermopolis' service area to the north. This area encompasses approximately 20 square miles covering an estimated population of 9 people. Approximately 9,511 people live within 30 minutes of Shoshoni and 4,506 people live within 30 minutes of Thermopolis.

Less than 1% of the population within the 30 minute service area of Shoshoni also lives within 30 minutes of Thermopolis and visa versa. Shoshoni has 3 based aircraft and 75 annual operations compared to 8 based aircraft and 2,580 annual operations for Thermopolis.

When the service areas of Shoshoni and Thermopolis are split to assume people will drive to the closest airport, Shoshoni serves a total of 1,258 people while Thermopolis serves 4,474 people. This data is summarized in **Table 6-26**.

Table 6-26
Shoshoni - Thermopolis Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Shoshoni (non-paved)	3	75	9,511	1,258	9 People 20 Square Miles	Less Than 1%
Thermopolis	8	2,580	4,506	4,474		Less Than 1%

Only 9% (875) of the population currently served by Shoshoni is not served by Riverton or Thermopolis' 30 minute service area. If people drive to the closest airport, both Riverton and Thermopolis' 30 minute service area serve the majority of people in this area and effectively reduce the population served in Shoshoni's service area from 9,511 to 1,258 people.

Activity levels at both airports are considered low when compared to other airports of similar size. The state investment in a non-paved airport is minimal compared to the benefit it can serve as a potential emergency landing facility.

f. Thermopolis – Worland – (F)

In addition to overlapping with the Shoshoni 30 minute service area to the south, Thermopolis also overlaps with the Commercial Service Airport Worland's service area to the north for approximately 16 square miles covering a population of 55 people. Total population within 30 minutes of Thermopolis is 4,506 and 7,191 people live within 30 minutes of Worland. When the drive times are split to assume people will drive to the closest airport, Thermopolis serves a total of 4,474 people while Worland serves 7,060 people.

Approximately 1% of the population within the 30 minute service area of Thermopolis also lives within 30 minutes of Worland and less than 1% of the population within 30 minutes of Worland also lives within 30 minutes of Thermopolis. This data is summarized in **Table 6-27**.

Table 6-27
Thermopolis - Worland Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Thermopolis	8	2,580	4,506	4,474	55 People 16 Square Miles	1%
Worland	13	4,180	7,191	7,060		Less Than 1%

When considering Thermopolis' overlap with both Shoshoni and Worland, 99% of the population served by Thermopolis is within 30 minutes of Thermopolis only. Thermopolis has 8 based aircraft and Worland has 13 and both experience similar operation levels.

Thermopolis users could use the Worland Airport as Worland has a greater variety of facilities and services available although their drive time would be greater than 30 minutes. Although Worland has commercial airline service, it accounts for approximately 1% of the total passenger enplanements and experiences the least amount of total annual operations of all Commercial Service Airports in the State of Wyoming. Due to limited commercial airline use, Worland likely functions in a similar capacity to a Business Airport and would be capable of serving the needs of Thermopolis.

g. Worland – Greybull - (G)

In addition to overlapping with Thermopolis to the south, Worland also overlaps with the Business Airport Greybull's service area to the north for approximately 2 square miles covering a population of approximately 105 people. Approximately 7,191 people live within 30 minutes of Worland and 5,309 people live within 30 minutes of Greybull.

Approximately 1% of the population within the 30 minute service area of Worland also lives within 30 minutes of Greybull and 2% of the population within 30 minutes of Greybull also lives within 30 minutes of Worland.

When considering Worland's overlap with the service areas of both Thermopolis and Greybull, approximately 98% (7,031) of the population within 30 minutes of Worland is only served by Worland.

When the drive times are split to assume people will drive to the nearest airport, Worland serves a total of 7,060 people while Greybull serves 5,308 people. This data is summarized in **Table 6-28**.

Table 6-28
Worland - Greybull Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Worland	13	4,180	7,191	7,060	105 People	1%
Greybull	27	4,175	5,309	5,308	2 Square Miles	2%

Worland has 13 based aircraft and Greybull has 27. Both airports account for similar number of annual operations, both have similar facilities except Worland's primary runway is about 700 feet longer than the primary runway at Greybull.

The service area overlaps are very small, both airports are utilized and both are serving a population base that no other airport is serving. Although Worland is a Commercial Service Airport, commercial activity makes up a small percentage of the use of the airport and its function is probably closer to that of a Business Airport. Therefore, Worland and Greybull likely serve similar roles and types of users.

h. Greybull – Cowley – (H)

In addition to overlapping with the Worland 30 minute service area to the south, Greybull also overlaps with the 30 minute service area of Cowley to the northwest for approximately 8 square miles of unpopulated area. Approximately 5,309 people live within 30 minutes of Greybull and 5,928 people live within 30 minutes of Cowley.

When considering Greybull's overlap with the service areas of both Worland and Cowley, approximately 98% (5,204) of the population within 30 minutes of Greybull is only served by Greybull.

When the drive times are split to assume people will drive to the nearest airport, Greybull serves a total of 5,308 people while Cowley serves 5,700 people. This data is summarized in **Table 6-29.**

Table 6-29
Greybull - Cowley Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Greybull	27	4,175	5,309	5,308	0 People	0%
Cowley	10	4,175	5,928	5,700	8 Square Miles	0%

The overlapping service areas of Greybull and Cowley are relatively small when compared to the overall service areas of both airports. In addition, the two airports serve a different role and different types of airport users, are located in the same county and administered by the same airport board. Greybull has 27 based aircraft and Cowley has 10 supporting the fact that demand currently exists for both airports.

i. Cowley – Powell – (I)

In addition to overlapping with the Greybull 30 minute service area to the south, Cowley also overlaps with the Intermediate Airport Powell's service area to the west for approximately 59 square miles covering a population of 466 people. Cowley serves a total of 5,928 people within the 30 minute service area while Powell serves 8,987 people.

Approximately 8% of the population within the 30 minute service area of Cowley also lives within 30 minutes of Powell and approximately 5% of the population within 30 minutes of Powell also lives within 30 minutes of Cowley.

When considering Cowley's overlap with the service areas of both Greybull and Powell, approximately 92% (5,462) of the population within 30 minutes of Cowley is only served by Cowley.

When their service areas are split to assume that people will drive to the closest airport, Cowley serves 5,700 people and Powell serves 8,828. This data is summarized in **Table 6-30**.

Table 6-30
Cowley - Powell Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Cowley	10	4,175	5,928	5,700	466 People	8%
Powell	17	3,130	8,987	8,828	59 Square Miles	5%

Both airports experience similar usage levels and have similar facilities and services. However, Powell is also recognized as a major economic center. Although the overlap of their service areas is large, both airports are still serving a large portion of the population who live within 30 minutes of each airport and demand currently exists for both airports.

j. Powell – Cody – (J)

In addition to overlapping with the Cowley 30 minute service area to the east, Powell also overlaps with the Commercial Service Airport Cody's service area to the southwest for approximately 24 square miles covering a population of 4,806 people. Approximately 53% of the population served by Powell is also served by Cody and approximately 25% of the population served by Cody is also served by Powell.

When considering Powell's overlap with the service areas of both Cowley and Cody, 41% (3,715) of Powell's service area population is only served by Powell.

When the respective drive times are split to assume people will travel to the closest airport, Powell serves a total of 8,828 people while Cody serves 14,840 people. This data is summarized in **Table 6-31**.

Table 6-31
Powell - Cody Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Powell	17	3,130	8,987	8,828	4,806 People	53%
Cody	57	38,285	19,272	14,840	24 Square Miles	25%

Both airports serve different roles, are currently utilized and serve major economic centers. They offer different facilities and services and experience different activity levels. These differences may be contributing factors in a user's preference for airport use as some prefer more facilities and services and others prefer a smaller facility with less activity.

k. Sheridan – Buffalo – (K)

The 30 minute service areas of Sheridan, a Commercial Service Airport, and Buffalo, an Intermediate Airport, overlap for approximately 22 square miles covering a population of approximately 181 people. Approximately 24,423 people live within 30 minutes of Sheridan and 7,753 people live within 30 minutes of Buffalo. When service areas are split to assume people will drive to the closest airport, Sheridan serves 24,346 people and Buffalo serves 7,643.

Less than 1% percent of the population served by Sheridan is also served by Buffalo and 2% of the population served by Buffalo is also served by Sheridan. This data is summarized in **Table 6-32.**

Table 6-32
Sheridan - Buffalo Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Sheridan	88	37,230	24,423	24,346	181 People 22 Square Miles	Less Than 1%
Buffalo	20	7,320	7,753	7,643		2%

Both airports serve different roles, are currently utilized and the majority of people within the 30 minute service area of each airport are exclusively served by that airport. In addition, both Sheridan and Buffalo have been identified as major economic centers.

l. Newcastle – Upton – (L)

The 30 minute service area of Newcastle, an Intermediate Airport, overlaps with Upton, a Local Non-Paved Airport's 30 minute service area for approximately 77 square miles covering a population of 692 people. Approximately 5,334 people live within 30 minutes of Newcastle and approximately 2,519 people live within 30 minutes of Upton.

Approximately 13% of the population served by Newcastle is also served by Upton, and 27% of the population served by Upton is also served by Newcastle. When the respective drive times are split to assume people will travel to the closest airport, Newcastle serves a total of 4,922 people while Upton serves 2,355. This data is summarized in **Table 6-33.**

Table 6-33
Newcastle - Upton Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Newcastle	11	5,000	5,334	4,922	692 People 77 Square Miles	13%
Upton (non-paved)	1	60	2,519	2,355		27%

Both airports serve different roles and have significantly different activity levels. The state investment in a non-paved airport is minimal compared to the benefit it can serve as a potential emergency landing facility.

m. Douglas – Glendo – (M)

Douglas, a Business Airport, serves approximately 8,340 people within a 30 minute service area; Glendo, a Local Non-Paved Airport, serves approximately 2, 325. The 30 minute service areas for both airports overlap for approximately 52 square miles and include a population of approximately 1,751 people.

Approximately 21% of the population served by Douglas is also served by Glendo and approximately 75% of the population served by Glendo is also served by Douglas. When the respective drive times are split to assume people will travel to the closest airport, Douglas serves a total of 8,234 people while Glendo serves 606. This data is summarized in **Table 6-34**.

Table 6-34
Douglas - Glendo Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Douglas	37	5,585	8,340	8,234	1,751 People 52 Square Miles	21%
Glendo (non-paved)	0	450	2,325	606		75%

The town of Glendo lies approximately 5 miles beyond the Douglas 30 minute service area. Douglas has been identified as a major economic center in Wyoming. Both airports serve different roles and types of users and usage levels vary significantly. State investment in a non-paved airport is minimal compared to the benefit it can serve as a potential emergency landing facility.

n. Glendo – Wheatland – Guernsey – (N)

In addition to overlapping with the Douglas 30 minute service area to the northwest, Glendo also overlaps with the Intermediate Airports Wheatland and Guernsey's service area to the south and southeast for approximately 86 square miles covering a population of 90 people. Approximately 2,325 people live within 30 minutes of Glendo, 6,338 within 30 minutes of Wheatland and 2,080 within 30 minutes of Guernsey. When service areas are split to assume people travel to the closest airport, Glendo serves 606 people, Wheatland serves 6,315 people and Guernsey serves 1,855 people.

When considering Glendo's overlap with the service areas of Douglas, Wheatland and Guernsey, approximately 21% of the population within Glendo's 30 minute service area is only served by Glendo.

Approximately 4% of the population with a 30 minute service area of Glendo is also served by Wheatland or Guernsey, 1% of the population served by Wheatland is also served by Glendo or Guernsey and 4% of the population served by Guernsey is also served by Glendo or Wheatland. This data is summarized in **Table 6-35.**

Table 6-35
Glendo - Wheatland - Guernsey Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Glendo (non-paved)	0	450	2,325	606	90 People 86 Square Miles	4%
Wheatland	14	3,820	6,338	6,315		1%
Guernsey	6	3,900	2,080	1,855		4%

Glendo, a Non-Paved Local Airport functions in a very different capacity when compared to the Intermediate Airports, Wheatland and Guernsey. Although the use of Glendo is low, the state investment in a Non-Paved Local Airport is minimal compared to the benefit it can serve as a potential emergency landing facility.

Although Wheatland and Guernsey are both classified as an Intermediate Airport, they are currently functioning differently. Wheatland functions as more of a typical general aviation facility serving both itinerant and local operations while Guernsey supports a large military operation and less itinerant and local activity. The military operation includes use by large C-130 military aircraft and is home to the Camp Guernsey Joint Training Center of the Wyoming Army National Guard located adjacent to the airport. Military use, especially large military aircraft activity can sometimes be a deterrent to general aviation activity. A breakdown of total annual operations by type is shown in **Table 3-18**.

There are a small number of people living in the overlap areas of these airports and each is fulfilling a different role in the Wyoming Aviation System.

o. Guernsey – Torrington – (O)

In addition to overlapping with Wheatland and Glendo, the 30 minute service area of Guernsey also overlaps with the 30 minute service area of Torrington, an Intermediate Airport. The Guernsey-Torrington overlap includes an area of approximately 14 square miles covering a population of 231 people. Guernsey, an Intermediate Airport, serves a total of 2,080 people within its 30 minute service area and Torrington serves 10,289. When service areas are split to assume people will travel to the closest airport, Guernsey serves 1,855 people while Torrington serves 10,221 people.

Approximately 11% of the population within Guernsey's 30 minute service area is also within the 30 minute service area of Torrington and 2% of the population within the 30 minute service area of Torrington is also within the 30 minute service area of Guernsey.

Taking into consideration Guernsey's overlapping service areas with Wheatland, Glendo and Torrington, approximately 85% of the population within the 30 minute service area of Guernsey is only served by Guernsey. This data is summarized in **Table 6-36.**

Table 6-36
Guernsey - Torrington Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by both airports (B/A)
Guernsey	6	3,900	2,080	1,855	231 People	11%
Torrington	27	4,431	10,289	10,221	14 Square Miles	2%

Both airports have similar operation levels. Torrington however, is more utilized from a local perspective in terms of a higher number of based aircraft. Both airports have identified major users as business and the military. Torrington offers more services when compared to Guernsey, but Guernsey has an Air Traffic Control Tower which is operated during the day. In addition, Guernsey supports a large military operation and less itinerant and local activity. The military operation includes use by large C-130 military aircraft and is home to the Camp Guernsey Joint Training Center of the Wyoming Army National Guard located adjacent to the airport. Military use, especially large military aircraft activity can sometimes be a deterrent to general aviation activity. For that reason, users in the overlap may elect to use Torrington.

The overlap area of these airports is relatively small and both airports are fulfilling a different role in the Wyoming Aviation System.

p. Cheyenne – Pine Bluffs – (P)

The 30 minute service area of Cheyenne, a Commercial Service Airport, and Pine Bluffs, a Local Airport with a future expected classification change to an Intermediate Airport, overlap for approximately 8 square miles covering a population of 53 people. Cheyenne serves 82,385 people within 30 minutes while Pine Bluffs serves 2001.

When the respective service areas are split to assume people will drive to the nearest airport, Cheyenne serves a total of 82,364 while Pine Bluffs serves 1,970. This data is summarized in **Table 6-37**.

Table 6-37
Cheyenne - Pine Bluffs Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by Both Airports (B/A)
Cheyenne	77	58,853	82,385	82,364	53 People	Less Than 1%
Pine Bluffs	9	8,000	2001	1,970	8 Square Miles	3%

Considering that less than 1%, (53 people) of the total 82,385 people served by Cheyenne are also served by Pine Bluffs and approximately 3% of the population served by Pine Bluffs is also served by Cheyenne, this area of overlap is not considered significant. In addition, both airports serve different types of users. Cheyenne has military and airline operations which are sometimes a deterrent to general aviation users. Therefore, some users may prefer Pine Bluffs over Cheyenne. Also, Pine Bluffs is outside the Class D airspace surrounding Cheyenne Regional Airport which may be an attractant to some recreational airport users.

q. Cheyenne – Laramie – (Q)

In addition to overlapping with Pine Bluffs, Cheyenne's 30 minute service area also overlaps with that of Laramie, a Commercial Service Airport, for approximately 1 square mile and includes 2 people. Laramie's 30 minute service area includes a total of 29,477 people compared to Cheyenne's service area which includes 82,385 people. When the respective service areas are split to assume people will drive to the nearest airport, Cheyenne serves a total of 82,364 people while Laramie serves 29,564 people.

Less than one percent of each airport's population served is also served by the other airport's 30 minute service area.

When considering Cheyenne's overlap with Pine Bluffs, nearly 100% (82,332 people) of those served by Cheyenne are only served by Cheyenne. This data is summarized in **Table 6-38**.

Table 6-38
Cheyenne - Laramie Analysis

Airport	Based Aircraft	Total Annual Operations	(A) Total Population Within 30 Minutes	Total Population Served When People Drive to Closest Airport	(B) Overlapping Service Areas	% of (A) Served by both airports (B/A)
Cheyenne	77	58,853	82,385	82,364	2 People	Less Than 1%
Laramie	39	10,090	29,477	29,474	1 Square Mile	Less Than 1%

Both airports have a large number of based aircraft and experience an active number of annual operations. When considering the use of these airports as general aviation facilities and the small amount of overlap of their service areas, there is little potential for redundancy between these two airports in terms of general aviation use.

r. Conclusions

Although service area overlaps exist, airports within the state serve different roles and in most cases, different types of users. In general, the higher the percentage of population served by both airports, the more likelihood that one airport could serve the entire area making an airport in the overlap area potentially redundant. However, before any airport is considered redundant, a specialized local study should be initiated to study the exact contributions of each airport in the overlap area to the Wyoming Aviation System.

6.1.3.2 Measure: Percent of Wyoming Population Within a 90 Minute Drive Time of an Airport Offering Air Charter Service

Air Charter is an important component of accessible and reliable air transportation options. Air Charter is typically used by businesses when air travel is necessary and when time constraints and commercial airline schedules do not allow the flexibility often required by this type of user. The 90 minute drive time was selected as the greatest distance people would most likely travel to use this type of service.

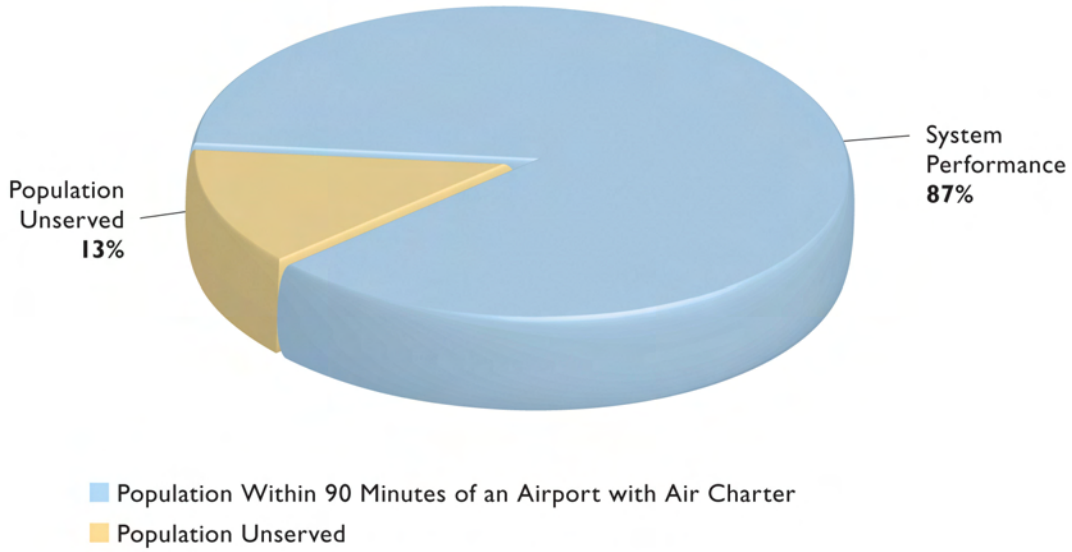
Eight Commercial Service Airports and one Intermediate Airport in Wyoming currently offer Air Charter Service. Using only Wyoming Airports, 81% of Wyoming's population lives within 90 minutes of a Wyoming Airport offering Air Charter Service. A target performance of 85% has been set for this measure.

Six out of state airports with Air Charter Service have 90 minute service areas extending into Wyoming thereby also serving portions of the Wyoming population. These airports include: Western Nebraska Regional Airport located in Scottsbluff, Nebraska; Black Hills Airport located in Spearfish, South Dakota; Salt Lake City International Airport located in Salt Lake City, Utah; Vernal Regional Airport located in Vernal, Utah; Yampa Valley Regional Airport located in Hayden, Colorado; and Yellowstone Airport located in West Yellowstone, Montana. When the out of state airports are added to this measure, the percent coverage increases to 87%. This is the current system performance for this measure. **Table 6-39** shows all airports offering Air Charter Service to Wyoming residents, total estimated population served by each airport and total system coverage for this measure. It was assumed that Air Charter Service is equal at these airports, drive time service areas would not overlap or compete, people would not discriminate between a Wyoming Airport and an out of state airport, would travel at published speed limits and would elect to drive to the airport closest to their residence or business. **Figure 6-5** shows the 90 minute service area from the Wyoming and out of state airports currently offering Air Charter Service. **Chart 6-1** portrays the system performance graphically.

Table 6-39
Wyoming Population Within 90 Minutes of an Airport with Air Charter Service

Airport	2008 Population	
	Population	%
Cheyenne	124,309	23.50%
Casper	86,209	16.30%
Rock Springs	44,804	8.47%
Gillette	44,438	8.40%
Sheridan	35,595	6.73%
Cody	33,273	6.29%
Jackson	25,362	4.80%
Worland	18,188	3.44%
Rawlins	15,145	2.86%
Scottsbluff, NE	12,673	2.40%
Salt Lake City, UT	12,327	2.33%
Spearfish, SD	8,291	1.57%
Hayden, CO	695	0.13%
West Yellowstone, MT	244	0.05%
Vernal, UT	15	0.00%
System Total	**461,566**	**87.27%**
Population Unserved	**67,334**	**12.73%**

Chart 6-1
Percentage of Wyoming Population Within 90 Minutes of an Airport with Air Charter Service



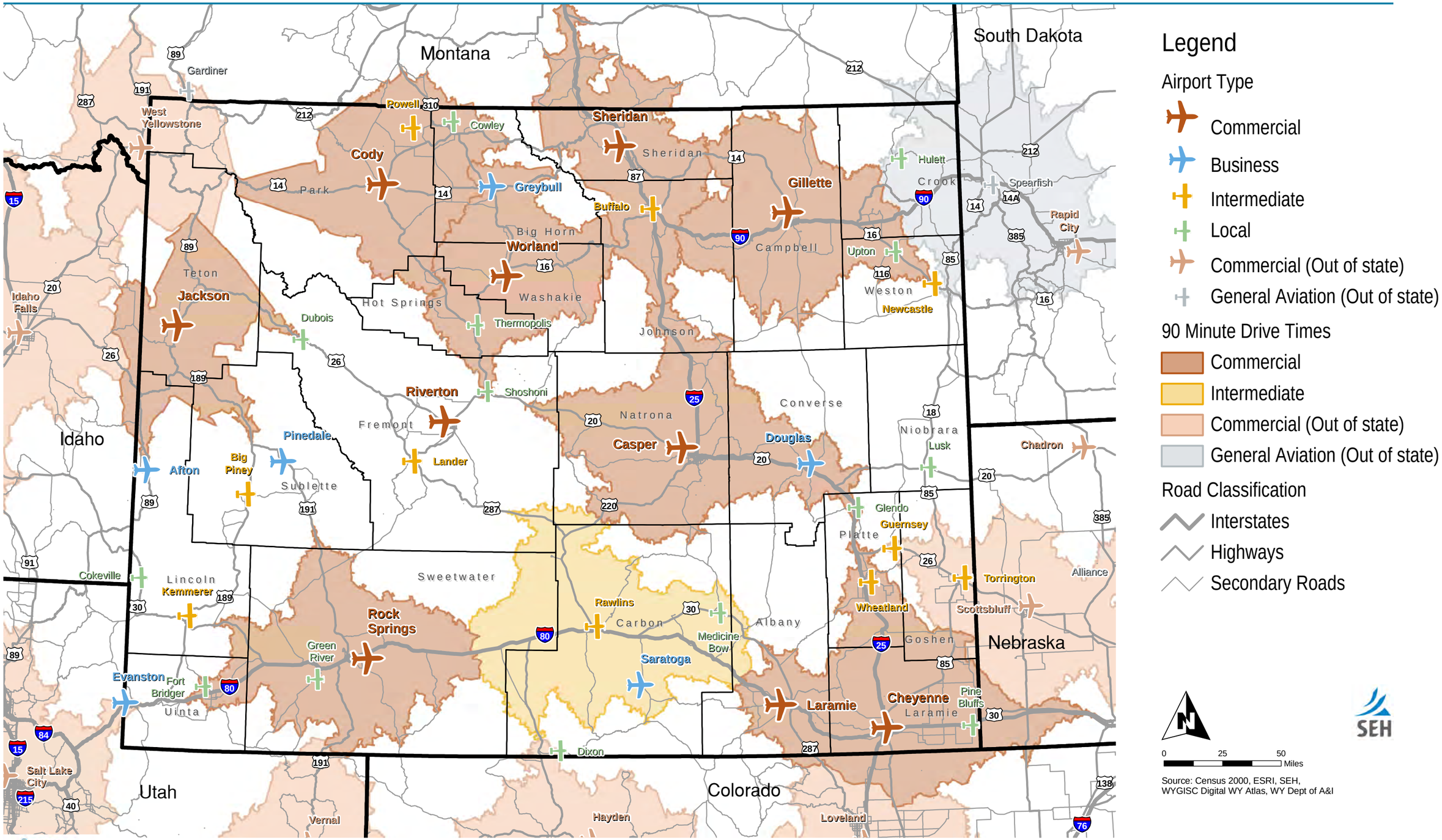


Figure 6-5 - Airports Currently Offering Air Charter Service - 90 Minute Service Areas

A large gap in coverage of airports with Air Charter Service can be seen between Riverton and Pinedale along the US Highway 26 and 287 corridor and US Highway 191. If Riverton and Pinedale were to add Air Charter as a service offered at their airport, the system performance for this measure would increase to 95% when including out of state airports.

The existing coverage and the target performance for this measure are shown collectively in **Table 6-40.** The potential increase in coverage is shown graphically in **Figure 6-6** by adding the Riverton and Pinedale airports.

Table 6-40
Air Charter Service and 90 Minute Coverage

	Percent Coverage
Target Performance	85%
System Performance	87%

As seen from the data presented, the existing system currently meets the target performance for this measure.

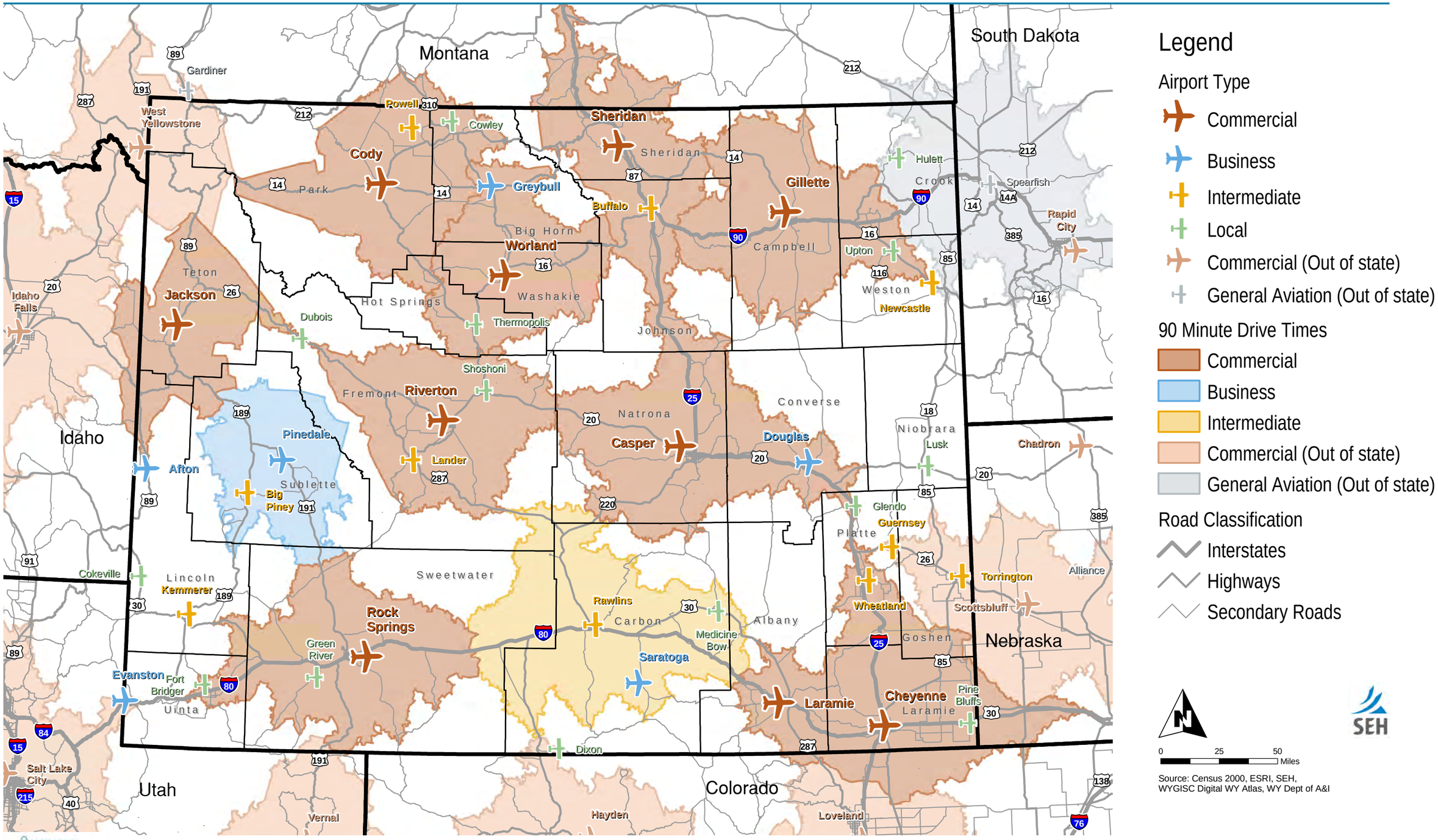


Figure 6-6 - Airports Currently Offering Air Charter Service Including Potential Addition of Riverton and Pinedale - 90 Minute Service Areas

6.1.3.3 Measure: Percent of Economic Centers Located Within 60 Minutes of a Commercial Service or Business Airport

Economic Centers were discussed in **Chapter 3, Section 3.1.** For the purposes of this study, major economic centers are defined as cities/towns with over 100 million dollars in estimated taxable retail sales. A drive time of 60 minutes was used for this measure in order to represent the frequent use of airports located near economic centers for business purposes. Businesses would typically use a nearby airport for the shipment of products (cargo) and also for executive and employee travel. It is recognized that business travel is generally more time sensitive when compared to leisure travel. For businesses, the amount of time required to reach an airport can translate into higher or lower costs depending on the time involved to reach an airport. For these reasons, a 60 minute drive time was selected for this measure. **Table 6-41** shows these economic centers which include 21 cities/towns located in 16 counties across the State of Wyoming and the Commercial Service or Business Airport currently located within 60 minutes of these economic centers. **Figure 6-7** displays this measure graphically.

Table 6-41
Economic Centers and Commercial Service and Business Airports Within 60 Minutes

Economic Center	County	City Population Estimate[1]		Estimated Taxable Retail Sales[1]	Commercial Service or Business Airport located within 60 minutes
		2008	2020		
Gillette	Campbell	24,822	31,832	$1,687,601,314	Gillette – CS [2]
Casper	Natrona	54,079	60,433	$1,497,513,660	Casper – CS
Rock Springs	Sweetwater	19,952	21,801	$919,131,433	Rock Springs – CS
Cheyenne	Laramie	56,829	61,330	$789,073,317	Cheyenne – CS
Green River	Sweetwater	12,561	13,725	$580,131,717	Rock Springs – CS
Pinedale	Sublette	1,903	2,905	$456,317,100	Pinedale – Business
Jackson	Teton	9,360	10,566	$394,106,767	Jackson – CS
Laramie	Albany	26,334	26,705	$375,193,050	Laramie – CS
Rawlins	Carbon	8,816	8,748	$326,792,050	Saratoga – Business
Sheridan	Sheridan	16,861	18,303	$287,033,717	Sheridan – CS
Evanston	Uinta	11,820	12,200	$251,664,200	Evanston – Business
Marbleton	Sublette	962	1,469	$232,682,925	Pinedale - Business
Cody	Park	9,355	9,660	$205,739,550	Cody – CS
Riverton	Fremont	9,760	10,340	$202,162,925	Riverton – CS
Buffalo	Johnson	4,666	5,749	$184,632,960	Sheridan – CS
Lander	Fremont	7,154	7,580	$149,114,150	Riverton – CS
Douglas	Converse	5,766	6,239	$147,985,360	Casper – CS Douglas – Business
Big Piney	Sublette	542	828	$131,853,650	Pinedale – Business
Powell	Park	5,456	5,634	$125,120,375	Cody – CS
Kemmerer	**Lincoln**	**2,871**	**3,515**	**$121,761,800**	**Closest - Evanston – Business**
Wright	**Campbell**	**1,591**	**2,041**	**$112,323,295**	**Closest – Gillette – CS**

Notes: [1] WY Department of Administration and Information, WY Economic Analysis Division and WY Department of Revenue
[2] CS – Commercial Service
Bold – Economic Centers not within 60 minutes drive time of a Commercial or Business Airport

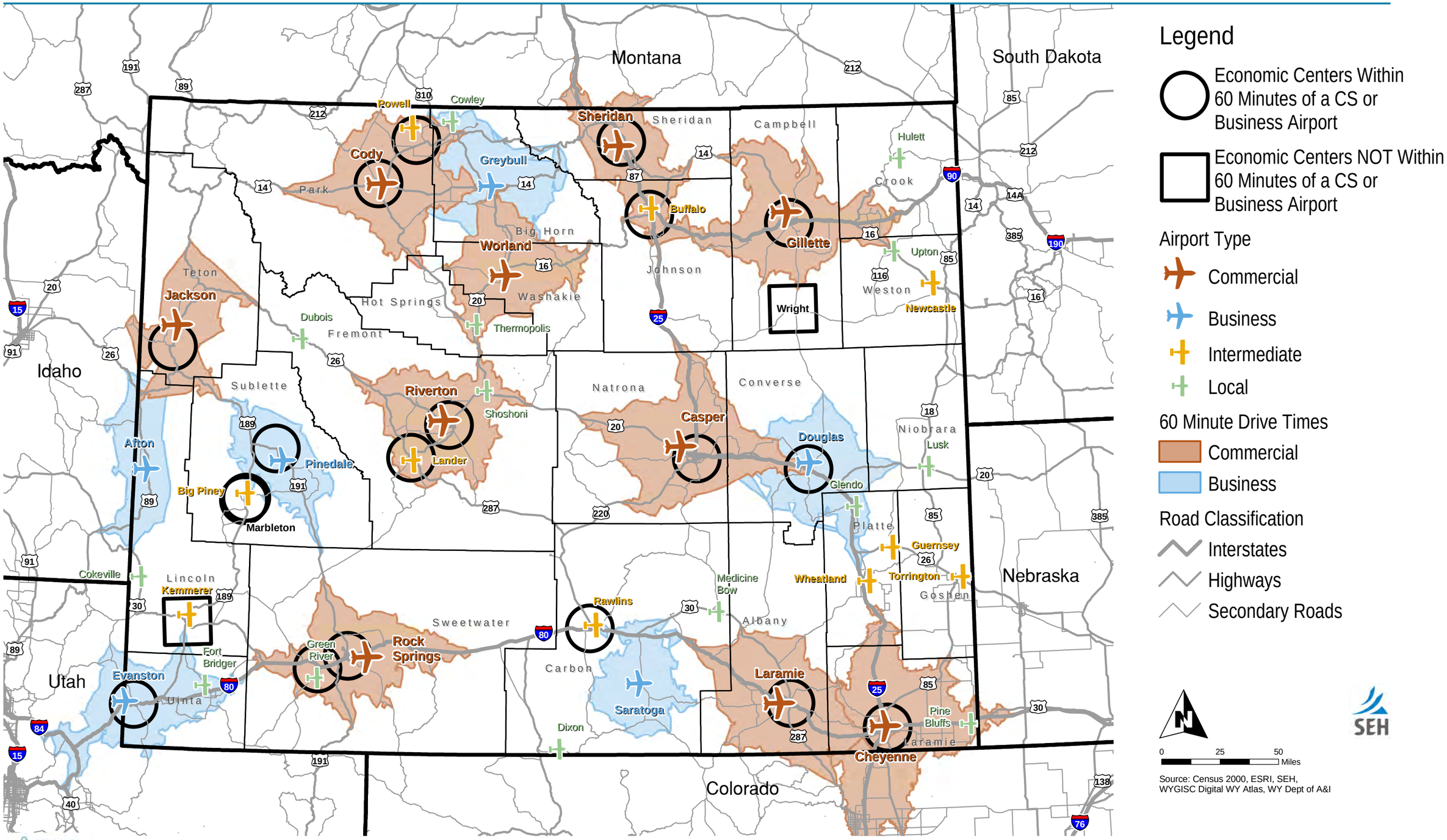


Figure 6-7 - Economic Centers Located Within a 60 Minute Drive Time of a Commercial Service or Business Airport

Of the 21 identified economic centers, Kemmerer, located in Lincoln County, and Wright, located in Campbell County, are not within 60 minutes drive time of a Commercial Service or Business Airport. This represents a system performance for this measure of 90%. Target performance for this measure is 100%.

Although Kemmerer and Wright are not within 60 minutes of a Commercial Service or Business Airport, they are located within four and eight miles respectively of the 60 minute service area of the Evanston and Gillette airports. The city of Kemmerer is located approximately 62 minutes from Evanston and Wright is located approximately 72 minutes from Gillette.

Kemmerer has its own Intermediate Airport and Wright does not have an airport. As presented in **Chapter 2**, Kemmerer is expected to change classification to a Business Airport within the 20-year planning period. During the master planning process for Kemmerer, an analysis to determine if the airport is meeting the economic needs of this economic center should be evaluated as well as the distance from Evanston. It may be determined that the Kemmerer Airport should be upgraded to a Business Airport. It may also be determined that the economic needs of Kemmerer do not require aviation or that the needs can be served by the Business Airport, Evanston.

Similar to Kemmerer, Wright is also not within 60 minutes of a Commercial Service or Business Airport. However, unlike Kemmerer, Wright does not have an airport. This economic center may be enhanced with the support of an airport located nearer to this economic center. In addition, Wright is located within Campbell County which is forecast to increase by the largest number in terms of real population by the year 2020. A study to analyze and validate how a new airport might serve the economic center of Wright and the surrounding area should be initiated as this could be a potential gap in the current system. The need and the type of airport that may be required in Wright should be evaluated and justified through a separate planning document.

It should also be noted that if the Kemmerer Airport is upgraded to Business and if an airport is developed in Wright, the 60 minute service area of these airports would overlap with the existing airports Evanston and Gillette respectively. In addition, the population base within 60 minutes of Kemmerer is 4,976 and Wright has 2,250 individuals. These numbers assume that the service areas do not overlap with existing airports and that people would elect to drive to the nearest facility.

Adding at least a Business Airport in Wright and changing the classification of Kemmerer to a Business Airport would increase the performance of this measure to 100%.

All Commercial Service Airports are currently serving economic centers, as defined for the purposes of this study, with the exception of Worland. The closest economic centers to Worland are Cody and Riverton, both served by their own airport. However, although Worland does not have over one million dollars in estimated taxable retail sales to qualify as a major economic center for the purpose of this study, the estimated taxable retail sales of Worland approximates eighty million dollars which should still be considered substantial.

It should be noted that the Business Airport in Pinedale is able to serve three economic centers located in Sublette County: Pinedale, Marbleton and Big Piney. Three additional Business Airports Douglas, Evanston and Saratoga, also serve economic centers. If the economic development associated with Pinedale, Douglas, Evanston and Saratoga can benefit from the use of a Business Airport, focus on the development of these four Business Airports should be a priority when compared with the two remaining Business Airports. However, like Worland, the estimated taxable retail sales of the Business Airport Afton is also around eighty million dollars, making this area a substantial economic contributor as well.

The target and system performance for this measure are shown in **Table 6-42**.

Table 6-42
Economic Centers and 60 Minute Coverage

	Percent Coverage
Target Performance	100%
System Performance	90%

The top 50 economic centers were shown previously in **Chapter 3**, **Table 3-2**.

6.1.3.4 Measure: Percent of Commercial Service, Business and Intermediate Airports Meeting the Primary Runway Instrument Approach Objective

Precision and non-precision instrument approaches increase the all-weather usability of an airport. Four airports in the system do not meet their objective for a primary runway instrument approach and include: Cody, Laramie, Worland and Lander. **Table 6-43** shows that the current system is performing at 85% and shows an established target performance of 80% for this measure. Worland's runway/taxiway separation standards are not adequate to support a precision approach with lower than ¾ statue mile visibility. Until such a time that the airport's use increases, it is unlikely that a precision approach with lower than ¾ statue mile visibility will be established at this location.

Table 6-43
Primary Runway Instrument Approach - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (26)	85%	80%
Commercial Service (10)	70%	90%
Business Airport (6)	100%	80%
Intermediate Airport (10)	90%	70%
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.4 Goal: Develop a Statewide Aviation System That Enhances Economic Activity

Three measurements of this goal have been established and each is discussed in the following subsections. The measurements are as follows:

- Percent of Commercial Service and Business Airports meeting six out of seven full service attributes (full service attributes: 24-hour fuel availability, FBO, aircraft maintenance, charter service, flight training, deicing facilities, aircraft rental)
- Percent of airports meeting the terminal building objective
- Percent of airports meeting the fuel objective

6.1.4.1 Measure: Percent of Commercial Service/Business Airports Meeting 6 out of 7 Full Service Attributes (24-hour Fuel, FBO, Aircraft Maintenance, Charter Service, Flight Training, Deicing Facilities, Aircraft Rental)

Airports with these types of full service attributes support commercial and business operations at the airport. Full service attributes attract these users not only to the airport but to the region and communities the airports serve. This measurement applies to only Commercial Service and Business Airports. **Table 6-44** shows which airports are currently meeting this measure and the full service attributes needed by the airports not meeting this measure.

Table 6-44
Airports and Full Service Attributes

Airport	24-hour Fuel	FBO	Aircraft Maintenance	Charter Service	Flight Training	Deicing Facilities	Aircraft Rental	Attribute Needed
Casper	X	X	X	X	X	X	X	None
Cheyenne	X	X	X	X	X	X	X	None
Cody	-	X	X	X	X	X	X	None
Gillette	X	X	X	X	X	X	X	None
Jackson	**-**	**X**	**X**	**X**	**-**	**X**	**X**	**24-HF, FT**
Laramie	**-**	**X**	**-**	**-**	**-**	**X**	**X**	**24-HF, AM, CS, FT**
Riverton	**X**	**X**	**X**	**-**	**-**	**X**	**X**	**CS, FT**
Rock Springs	**X**	**-**	**-**	**X**	**-**	**X**	**X**	**FBO, AM, FT**
Sheridan	-	X	X	X	X	X	X	None
Worland	**X**	**X**	**X**	**X**	**-**	**-**	**-**	**FT, DF, AR**
Afton	X	X	X	-	X	X	X	None
Douglas	**-**	**X**	**X**	**-**	**-**	**-**	**-**	**24-HF, CS, FT, DF, AR**
Evanston	**-**	**X**	**X**	**-**	**X**	**X**	**X**	**24-HF, CS**
Greybull	**X**	**X**	**X**	**-**	**-**	**-**	**-**	**CS, FT, DF, AR**
Pinedale	**X**	**X**	**X**	**-**	**-**	**X**	**-**	**CS, FT, AR**
Saratoga	**-**	**X**	**-**	**-**	**-**	**X**	**-**	**24-HF, AM, CS, FT, AR**

Notes: 24-hour Fuel (24-HF), Fixed Based Operator (FBO), FAA Certified Aircraft Maintenance (AM), Charter Service (CS), Flight Training (FT), Deicing Facilities (DF), Aircraft Rental (AR)
Bold – Airports not meeting 6 of 7 Full Service Attributes

Source: 2007 SEH Airport Survey

As shown in **Table 6-44**, six of the sixteen airports included in this measure have six of the seven full service attributes. This represents a system performance of 38%. A target performance of 50% has been set for this measure. It is understood that many of these services are not under the control of the system airports and depend on availability of businesses in the region to offer these services. However, it is important for airports to support business operations and strive to offer these services when possible. **Table 6-45** shows the current and target performance for this measurement.

Table 6-45
Full Service Attributes - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (16)	38%	50%
Commercial Service (10)	50%	50%
Business (6)	17%	50%
Intermediate (10)	Not an Objective	
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.4.2 Measure: Percent of Airports Meeting the Terminal Building Objective

In order to provide consistent facilities across the Wyoming Aviation System, it is a goal of Aeronautics to have some type of terminal facility at Commercial, Business and Intermediate Airports. A terminal building can provide a space for airline operations, offer shelter from the elements, a place to conduct business, plan a flight, and/or a place to rest.

As shown in **Table 6-46,** 100% of the Commercial Service, Business and Intermediate airports currently have some type terminal facility at their airport. A target performance of 100% has been set for this measure.

Table 6-46
Terminal Building - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (26)	100%	100%
Commercial Service (10)	100%	100%
Business Airport (6)	100%	100%
Intermediate Airport (10)	100%	100%
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.4.3 Measure: Percent of Airports Meeting the Fuel Objective

Fuel facilities, types of fuel offered and price are a main attractant that brings transient aircraft operators to a particular airport. Attracting airport operators to a facility, area and region can potentially increase the economic stimulus. Also, when choosing an airport to base an aircraft, fuel services serves as an attractant to potential based aircraft. As a reminder, the fuel objective for Commercial Service and Business Airports is to have Jet A and 100LL. Intermediate Airports should have 100LL and this was not an objective for Local Airports.

Table 6-47 shows that 96% of the current system is meeting this measurement. As fuel availability is a major attractant to business use of a facility, a target performance goal of 90% has been set for this measure.

Table 6-47
Fuel Objective - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (26)	96%	90%
Commercial Service (10)	100%	100%
Business Airport (6)	100%	100%
Intermediate Airport (10)	90%	75%
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.5 Goal: Promote an Aviation System that is Environmentally Responsible

Three measurements of this goal have been established and each is discussed in the following subsections. The measurements are as follows:

- Percent of airports meeting the land use protection plan objective
- Percent of airports meeting the deicing containment objective
- Percent of airports meeting the noise contour map objective

6.1.5.1 Measure: Percent of Airports Meeting the Land Use Protection Plan Objective

A land use protection plan provides protection of people and property in the air and on the ground. When proper land use planning is in place and enforced, it can prevent activities near the airport that would be non-compatible with airport operations.

System Performance of this measure is 40%. System and target performances are presented in **Table 6-48**. In some areas, enacting a land use protection plan may be difficult. However, to protect the people and property in the air and on the ground and well as the public investment in the airport, proper land use protection is recommended. A target performance for the system of 85% has been established.

Table 6-48
Land Use Protection Plan - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	40%	85%
Commercial Service (10)	60%	100%
Business Airport (6)	50%	100%
Intermediate Airport (10)	10%	75%
Local Paved (9)	44%	75%
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.5.2 Measure: Percent of Commercial Service Airports Meeting the Deicing System Containment Objective

Airplane deicing operations typically involve chemical ethylene glycol or propylene glycol. These chemicals have high biological oxygen demand and can have a significant environmental impact on area waters. Therefore, some type of containment and disposal of deicing agents is recommended.

As can be seen in **Table 6-49,** 40% of the Commercial Service Airports meet the deicing system containment objective and include: Casper, Cheyenne, Gillette and Sheridan. All other Commercial Service Airports in Wyoming, with the exception of Worland, have deicing facilities but do not have an associated containment system. It is unknown what type of chemical agents, if any, these airports use. A target performance of 50% has been established for this measure.

Table 6-49
De-icing Containment - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (10)	40%	50%
Commercial Service (10)	40%	50%
Business Airport (6)	Not an Objective	
Intermediate Airport (10)	Not an Objective	
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.5.3 Measure: Percent of Airports Meeting the Noise Contour Map Objective

Noise Contour Maps depict the area of potential noise impacts of airport operations on both airport and surrounding property and are generally updated and included as part of an ALP update. Airports use noise contour maps to identify and evaluate areas that warrant noise control actions.

A goal of Aeronautics is to have an aviation system that is environmentally responsible. According to FAA guidelines, noise exposure is considered significant if the 65 Day/Night Average Sound Level (DNL) or greater encroaches on any noise sensitive area. A Noise Contour Map helps identify noise sensitive areas that may be impacted by airport operations and require mitigation actions.

As presented in **Chapter 5**, a Noise Contour Map is an objective for Commercial Service, Business and Intermediate Airports. Twenty out of twenty-six airports do not meet this objective. It is anticipated that all twenty-six airports should have a Noise Contour Map developed and/or updated within the next five years as part of the airport layout plan/master planning process. As such, a performance target of 100% has been set for this measure as shown in **Table 6-50**.

Table 6-50
Noise Contour Map - System Performance/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (26)	23%	100%
Commercial Service (10)	30%	100%
Business Airport (6)	33%	100%
Intermediate Airport (10)	10%	100%
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.6 Goal: Promote Educational Activities and Raise Public Awareness of the Aviation System and its Value

Two measurements of this goal have been established and each is discussed in the following subsections. The measurements are as follows:

- Percent of Commercial Service and Business Airports with websites or a dedicated web page on a sponsor web site
- Percent of airports with an annual air show, fly-in, or other public event

6.1.6.1 Measure: Percent of Commercial Service/Business Airports with Web Site or a Dedicated Page on a Sponsor Web Site

Web sites help to promote an airport and provide airport information to the local community and airport users. Web sites can also be used to promote local aviation events.

Current system performance of this measure is 63%. Airports with web sites have either a dedicated airport site or a page on the sponsor's web site. It is recommended that Commercial Service and Business Airports have an airport web site.

A target system performance of 75% has been set for this measure. The existing system performance and the target performance are shown collectively in **Table 6-51** and **Appendix A.**

Table 6-51
Web Site - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (16)	63%	75%
Commercial Service (10)	90%	100%
Business Airport (6)	17%	50%
Intermediate Airport (10)	Not an Objective	
Local Paved (9)	Not an Objective	
Local Non-Paved (5)	Not an Objective	
Notes: ( ) indicates the total number of airports included in analysis		

6.1.6.2 Measure: Percent of Airports with Annual Air Show, Fly-In, or Other Public Event

Public events at an airport or hosted by an airport can include annual air-shows, fly-ins, open houses and other similar events. These events help not only to promote aviation but to educate the local community on the benefit of the airport and the economic impact an airport can have on the local and state economy.

Air shows and fly-ins provide an opportunity for members of a community to visit an airport and to learn about aviation, aircraft and the local airport. These events sometimes include other community events such as pancake breakfasts, hangar dances or airport open houses. Such events also help bring local community members into an airport and can serve an educational purpose. Often, these events partner with other local organizations such as a Chamber of Commerce.

The Experimental Aircraft Association's Young Eagles Program events are events focused on introducing children to aviation. Through these events, local pilots volunteer to provide airplane rides free of cost to local youth. Through these and other airport public events, increased public awareness of aviation and the local airport can, in turn, help to raise the awareness of the state aviation system and the benefits it provides to the local and state economy.

Currently, 38% percent of the airports in the system have a public event at their airport. A target performance for this measure has been set at 40%. The existing and target performance of this measure are shown collectively in **Table 6-52**. System performance is also summarized in **Appendix A.**

Table 6-52
Public Event - System/Target Performance

Classification	Current Performance	Target Performance
Wyoming Aviation System (35)	38%	40%
Commercial Service (10)	60%	50%
Business Airport (6)	17%	50%
Intermediate Airport (10)	50%	50%
Local Paved (9)	33%	20%
Local Non-Paved (5)	Not an Objective	
Note: ( ) indicates the total number of airports included in analysis		

6.1.7 Goal: Sustain and Provide a System of Commercial Service Airports that Provides Convenient and Reliable Access to the National Transportation System at a Competitive Price

Performance of this goal will be evaluated through measures of service quality, airport convenience, public awareness, and statewide commercial service trends. Six measurements of this goal have been established and each is discussed in the following subsections. The measurements are as follows:

- Percent of Population within 90 minutes of a Commercial Service Airport
- Percent of Commercial Service Airports that average three daily frequencies
- Percent of Commercial Service Airports with service to two or more hub airports
- Percent of Commercial Service Airports growing or retaining annual seats when compared with an average of the three previous years
- Percent of Commercial Service Airports growing or retaining the number of enplaned passengers when compared with an average of the three previous years
- Percent of Commercial Service Airports that meet the FAA enplanement thresholds to qualify as a primary airport
- Percent of affirmative response rates to airport awareness questions in WYDOT Customer Satisfaction Surveys
- Percent of Commercial Service Airports with restrooms in the secure passenger area

6.1.7.1 Measure: Percent of Population Within 90 Minutes of a Commercial Service Airport

A major advantage of air travel is the savings in the amount of time to reach a desired destination. As such, people prefer to utilize air travel options closer to their home or business if cost and travel options are considered equal. The 60 minute drive time is a typical measure for system analysis. A 90 minute drive time is appropriate for more rural areas or where population density is less compact and people may be willing to drive further to access air transportation options. The population in Wyoming is distributed in lower density concentrations as compared to other parts of the nation, and as such, people in Wyoming are more than likely willing to travel 90 minutes or greater to reach an airport with commercial

service. Typical drive time for a hub airport can be as high as 120 minutes or greater as these types of facilities offer a large number of flight and carrier options, a greater number of travel destinations and services, non-stop flights and generally a savings in airline ticket fares.

For the purpose of this study, a 90 minute service area has been selected for this measure. Forecast population data for 2008 was used for this analysis. Approximately 90% of Wyoming's population lives within a 90 minute service area of a Commercial Service Airport including out of state airports. For comparison purposes, both the 60 and 90 minute service areas have been shown in **Table 6-53**. A target performance of 90% has been established for this measure.

Table 6-53
Wyoming Population Served by a Commercial Service Airport

City	60 Minute Drive Time		90 Minute Drive Time	
	Estimated Population Served	Percent	Estimated Population Served	Percent
Cheyenne	86,982	16.45%	94,171	17.80%
Casper	82,763	15.65%	86,218	16.30%
Gillette	41,151	7.78%	46,686	8.80%
Rock Springs	38,908	7.36%	45,146	8.50%
Riverton	35,018	6.62%	35,754	6.80%
Sheridan	35,001	6.62%	35,595	6.70%
Cody	31,931	6.04%	33,273	6.30%
Laramie	31,242	5.91%	32,820	6.20%
Jackson	20,374	3.85%	25,362	4.80%
Worland	16,478	3.12%	17,449	3.30%
Scottsbluff, NE	9,747	1.84%	12,661	2.40%
Salt Lake City, UT	-	-	12,327	2.30%
Hayden, CO	-	-	695	0.10%
West Yellowstone, MT	94	0.02%	244	0.00%
Rapid City, SD	-	-	104	0.00%
Chadron, NE	-	-	63	0.00%
Vernal, UT	-	-	15	0.00%
System Performance	**429,688**	**81%**	**478,584**	**90%**
Population Unserved	**99,212**	**19%**	**50,316**	**10%**

The airports were again considered to have equal services and non-competing service areas, and it was assumed that people would drive to the airport closest to their residence or business. **Table 6-53** shows each of the Wyoming Commercial Service Airports and the seven out of state airports serving Wyoming and their respective 60 and 90 minute service areas. **Charts 6-2** and **6-3**, respectively, graphically show the percentage of Wyoming Population within 60 and 90 minutes of a Commercial Service Airport.

Chart 6-2
Wyoming Population Within 60 Minutes of a CS Airport

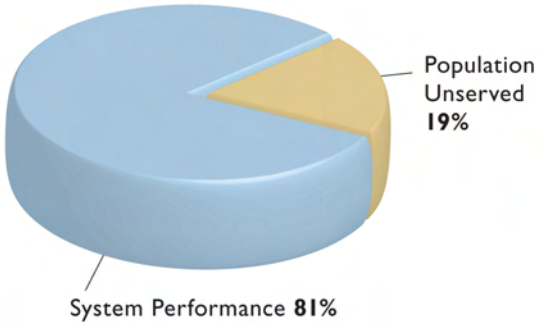
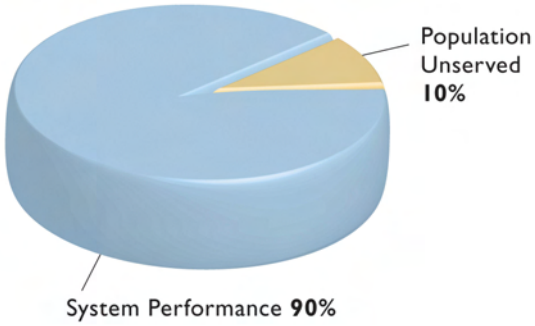


Chart 6-3
Wyoming Population Within 90 Minutes of a CS Airport



Population Served by a Commercial Service Airport
Population Unserved

Wyoming population not covered by these measures live in rural areas and the addition of another Commercial Service Airport to capture a higher percentage of the population would be costly without a great deal of added benefit.

Table 6-54 shows the coverage and target performance for these measurements and **Figures 6-8** and **6-9** presents the 60 and 90 minute drive times associated with the Commercial Service Airports.

Table 6-54
Wyoming Population within 90 minutes of a Commercial Service Airport

	Percent Coverage
Target Performance	90%
System Performance	90%

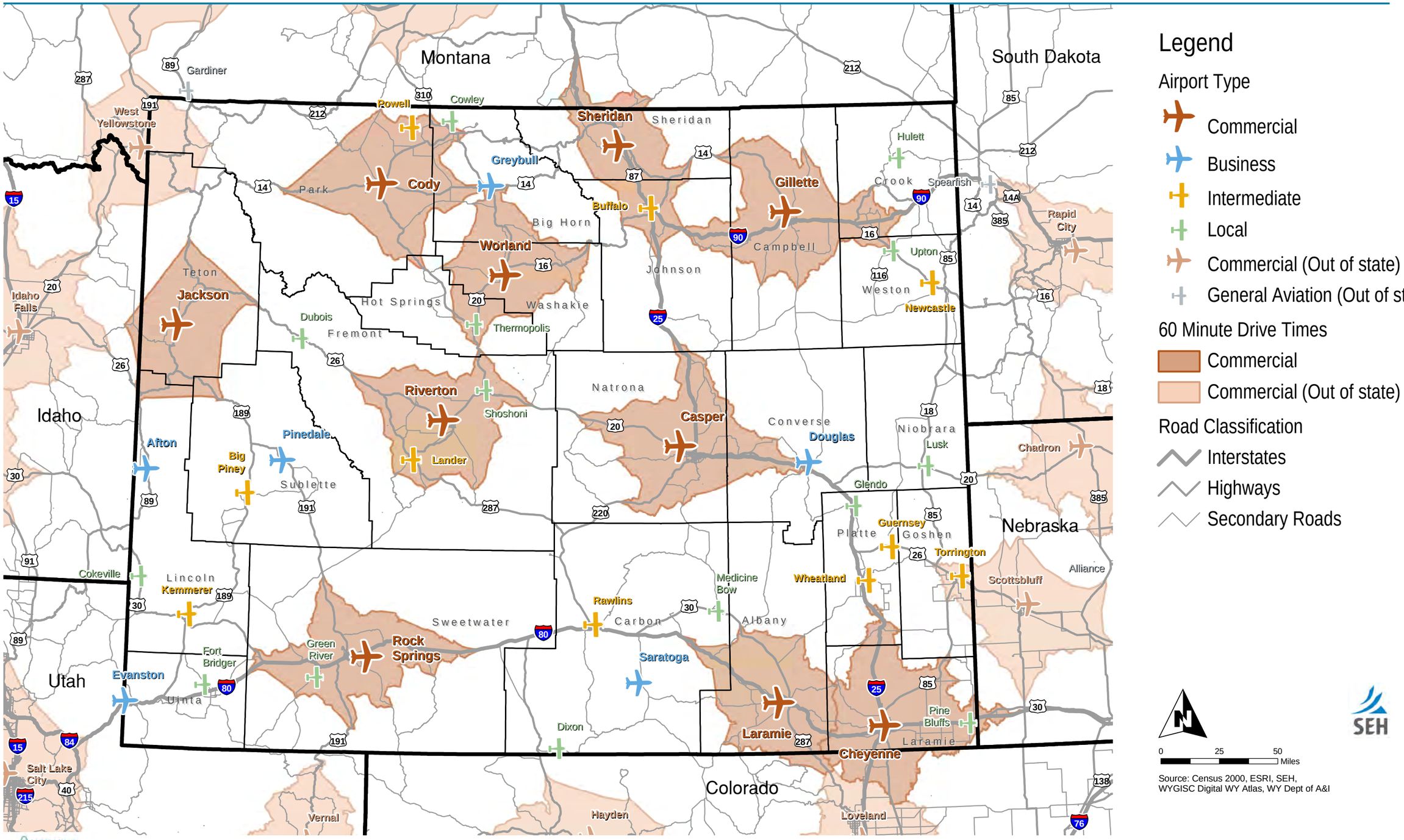


Figure 6-8 - Commercial Service Airports - 60 Minute Service Areas

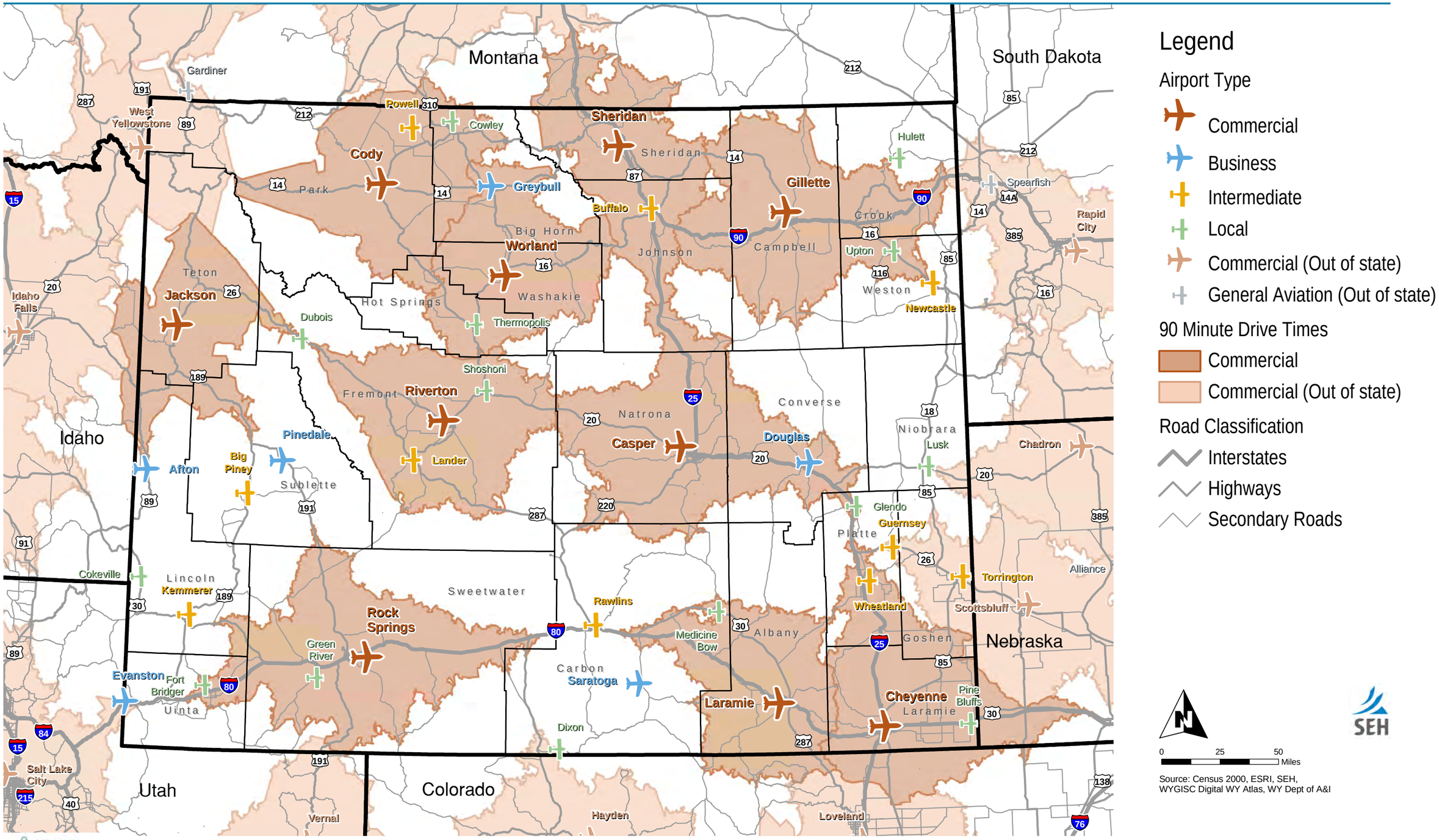


Figure 6-9 - Commercial Service Airports - 90 Minute Service Areas

6.1.7.2 Measure: Percent of Commercial Service Airports that Average Three Daily Frequencies

The goal for Commercial Service Airports is to provide convenient and reliable access to the national transportation system. To achieve this goal requires a minimum level of air carrier service. The quality of that service is measured here in scheduled frequencies per day. Meaning, how many times per day does the airport have a scheduled departure or arrival of air service. **Table 6-55** shows average daily departures for each of the Commercial Service Airports over the following time periods: February, 2007, August 2007, February 2008 and August 2008. These time frames are selected to represent mid-winter and mid-summer schedules.

Table 6-55
Average Daily Departures

Origin	Average Daily Departures			
	February 2007	August 2007	February 2008	August 2008
Casper	10	11	9	9
Cheyenne	6	7	6	7
Cody	3	5	3	4
Gillette	4	5	5	8
Jackson	10	13	9	19
Laramie	3	3	3	3
Riverton	3	3	4	4
Rock Springs	4	5	4	7
Sheridan	4	7	3	4
Worland	1	2	2	2
Total Wyoming	**48**	**60**	**48**	**67**

Source: US DOT T100 database and Official Airline Guide, June 2008

Nine out of the ten Commercial Service Airports currently meet the benchmark of three daily flights. The only Commercial Service Airport not meeting this benchmark is Worland which is an Essential Air Service airport and has two frequencies per day. As shown in **Table 6-56**, target performance of this measure has been set at 90%. The Wyoming Aviation System currently meets the target performance for this measure.

Table 6-56
Average of Three Daily Frequencies System/Target Performance

Classification	Current Performance	Target Performance
Commercial Service (10)	90%	90%
Note: ( ) indicates the total number of airports included in analysis		

6.1.7.3 Measure: Percent of Commercial Service Airports with Service to Two or More Hub Airports

Service to two or more hubs typically offers a community air carrier choices and often competitive fares. Service to different hubs for Wyoming airports also provides the possibility of shorter travel times as the passenger has directional choices for itineraries.

Wyoming airports have made noticeable improvements in this measure from 2007 to 2008. In 2007, three airports (30%) had service to two or more hubs, and in 2008, five airports (50%) had service to two or more hubs. **Table 6-57** shows the 2008 service to two or more hubs followed by the performance related to this measure.

Table 6-57
Service to Two or More Hubs

Associated City	Hubs Served		Meets Objective	
	2007	2008	2007	2008
Casper	DEN, MSP, SLC,	DEN, MSP, SLC, ORD,	Yes	Yes
Cheyenne	DEN	DEN	No	No
Cody	DEN, SLC	DEN, SLC	Yes	Yes
Gillette	DEN	DEN, SLC	No	Yes
Jackson	ATL, ORD, DFW, DEN, MSP, SLC	ATL, ORD, DFW, DEN, MSP, SLC	Yes	Yes
Laramie	DEN	DEN	No	No
Riverton	DEN	DEN	No	No
Rock Springs	DEN	DEN, SLC	No	Yes
Sheridan	DEN	DEN	No	No
Worland	DEN	DEN	No	No
Note: Although Casper has service to Las Vegas, it is not considered service to a hub because service is provided by Allegiant Air				

Source: US DOT T100 database and Official Airline Guide, June 2008

Table 6-58 shows the system performance as well as the target performance. In the current industry environment, retention of service is a worthy goal. The target performance for this measure has been set at 50%.

Table 6-58
Airports with Service to Two or More Hub Airports System/Target Performance

Classification	2007 System Performance	2008 System Performance	Target Performance
Commercial Service (10)	30%	50%	50%
Note: ( ) indicates the total number of airports included in analysis			

6.1.7.4 Measure: Percent of Commercial Service Airports Growing or Retaining Annual Seats When Compared with an Average of the Three Previous Years

The number of seats offered from a particular airport is a measure of the capacity in a market. Typically as demand increases, an airline has the choice to substitute a larger aircraft or increase the frequency of flight options. In Wyoming, the typical sequence of increasing the size of an aircraft starts from a 19 seat aircraft to a 30 seat aircraft and then to a 50 or more seat regional jet.

Of course the particular aircraft choice depends on the air carrier serving the market. For example, Great Lakes Airlines operates Beech 1900s and Embraer Brasilia aircraft. Great Lakes Airlines deploys only these aircraft. As demand increases, the airline evaluates its fleet and deploys either the larger aircraft or increases frequency. Thus, the measure of seats is a way to indicate how capacity has increased.

In this performance measure, the goal is to retain or increase the number of seats. A three year average was chosen for the baseline to smooth out year to year fluctuations. For Wyoming, annual seats have grown over the last three years by 14% percent statewide. Only Riverton and Worland have not retained the same number of seats.

The annual seats at each airport are presented in **Table 6-59**.

Table 6-59
Annual Seats

Associated City	Seats 2004	Seats 2005	Seats 2006	3 Year Average	2007	Retain or Exceed Number of Seats
Casper	110,755	133,445	116,746	120,315	129,491	Yes
Cheyenne	45,467	42,482	43,451	43,800	51,453	Yes
Cody	40,259	43,473	44,122	42,618	43,979	Yes
Gillette	25,783	26,913	32,126	28,274	44,118	Yes
Jackson	287,273	326,949	374,041	329,421	371,089	Yes
Laramie	19,550	27,826	29,885	25,754	29,665	Yes
Riverton	**36,271**	**25,982**	**27,533**	**29,929**	**24,464**	**No**
Rock Springs	21,266	24,725	29,570	25,187	34,630	Yes
Sheridan	23,668	28,921	28,747	27,112	43,374	Yes
Worland	**16,131**	**11,343**	**11,457**	**12,977**	**11,172**	**No**
Wyoming Total	626,423	692,059	737,678	685,387	783,435	Yes
Note: **Bold:** indicates airports not meeting benchmark						

Source: US DOT T100 database and Official Airline Guide, June 2008

The existing system is currently performing at 80%. The target performance for this measure has been established at 60% as shown in **Table 6-60**. Therefore, the existing system is meeting the target performance.

Table 6-60
Airports Growing or Retaining Annual Seats (3 Year Average)
System/Target Performance

Classification	Current Performance	Target Performance
Commercial Service (10)	80%	60%
Note: ( ) indicates the total number of airports included in analysis		

6.1.7.5 Measure: Percent of Commercial Service Airports Growing or Retaining the Number of Enplaned Passengers When Compared with an Average of the Three Previous Years

Passengers have a choice to use their local airport, drive to another airport, or drive to their destination. The State of Wyoming has invested in the development of air service and in campaigns to raise awareness about air service as an available transportation option within the state. One performance measure of the effectiveness of these investments is the number of passengers that board aircraft at Wyoming airports (enplaned passengers). **Table 6-61** shows the number of enplaned passengers at Wyoming airports from 2004 until 2007. The benchmark is that 2007 enplanements exceed or are equal to the average number of enplanements in the three prior consecutive years. As with the previous measure, a three year average was applied to round out any unusual events that might take place in a particular year.

Table 6-61
Annual Enplaned Passengers

Associated City	2004	2005	2006	3 Year Average	2007	Retain or Exceed
Casper	**70,441**	**90,992**	**80,469**	**80,634**	**76,908**	**No**
Cheyenne	16,173	14,372	16,657	15,734	16,766	Yes
Cody	**26,700**	**28,404**	**28,486**	**27,863**	**26,799**	**No**
Gillette	14,269	15,748	21,879	17,299	25,647	Yes
Jackson Hole	214,138	248,338	277,681	246,719	277,361	Yes
Laramie	10,225	8,552	9,427	9,401	9,939	Yes
Riverton	12,785	12,781	14,763	13,443	15,831	Yes
Rock Springs	12,035	14,393	17,625	14,684	21,791	Yes
Sheridan	12,830	13,697	13,655	13,394	20,978	Yes
Worland	2,611	2,193	2,855	2,553	3,719	Yes
Total Enplaned Passengers	392,207	449,470	483,497	441,725	495,739	
Note: **Bold:** indicates airports not meeting benchmark						

Source: WYDOT Aeronautics

As **Table 6-62** shows, 80% of Commercial Service Airports have exceeded their prior three year average and meet the target performance of 60%.

Table 6-62
Airports Growing or Retaining Annual Enplanements (3 Year Average) System/Target Performance

Classification	Current Performance	Target Performance
Commercial Service (10)	80%	60%
Note: ( ) indicates the total number of airports included in analysis		

6.1.7.6 Measure: Percent of Commercial Service Airports that Meet the FAA Entitlement Thresholds to Qualify as a Primary Airport

The federal Airport Improvement Program (AIP) is an important federal program offering finance options for airport projects. Select projects at public use airports serving civil aviation are eligible for AIP funding. The amount of funding available to an airport depends on the type and amount of activity at an airport. Primary airports are Commercial Service Airports enplaning more than 10,000 passengers per year. The amount of apportionment funding that an airport receives is based on the number of enplanements at the airport. However, once an airport exceeds 10,000 enplanements, the minimum amount needed to receive federal entitlement funding of $1 million, the maximum an airport can receive annually is $26 million.

With a combination of commercial scheduled service and charter service, nine of Wyoming's Commercial Service Airports were classified primary airports in 2007. As shown in **Table 6-63** Worland was the only Commercial Service Airport not reaching the 10,000 passenger enplanement threshold.

Table 6-63
Passenger Enplanements - 2007

Associated City	2007 Commercial Enplanements
Jackson	277,361
Casper	76,908
Cody	26,799
Gillette	25,647
Rock Springs	21,791
Sheridan	20,978
Cheyenne	16,766
Riverton	15,831
Laramie	9,939[1]
Worland	3,719
Total Enplanements	**495,739**
Notes: Although Laramie Commercial Enplanements are below 10,000, when Air Charter Enplanements are added to the total the airport exceeds 10,000 enplanements	

Source: WYDOT Aeronautics

System performance of this measure is 90%. As shown in **Table 6-64**, a target performance of 90% has been set for this measure.

Table 6-64
Commercial Service Airports Meeting FAA Entitlement Thresholds for a Primary Airport System/Target Performance

Classification	Current Performance	Target Performance
Commercial Service (10)	90%	90%
Note: ( ) indicates the total number of airports included in analysis		

6.1.7.7 Measure: Percent of Affirmative Response Rates to Airport Awareness Questions in WYDOT Customer Satisfaction Surveys

In 2007, Aeronautics conducted a Fly Wyoming airport awareness campaign. The campaign was funded through a consortium of all ten Commercial Service Airports, Aeronautics and the USDOT Small Community Air Service Development Program. The campaign included development of a Fly Wyoming brand, a web site and an advertising campaign. As part of this effort, airport awareness both before and after the campaign was measured and is shown in **Table 6-65**. As a follow up to this effort, Aeronautics plans to distribute a customer satisfaction survey and tabulate the responses to determine if advertising continues to be effective. A target performance of 60% has been set for this measure.

Table 6-65
Percentage of Affirmative Response Rates to Airport Awareness Questions in WYDOT Customer Satisfaction Surveys System/Target Performance

Airport Awareness	Performance (Pre Fly Wyoming Campaign)	Performance (Post Fly Wyoming Campaign)	Target Performance
Positive Response Rates	43%	71%	60%

6.1.7.8 Measure: Percent of Commercial Service Airports with Restrooms in the Secure Passenger Area

With increase security measures required at Commercial Service Airports in the post 9-11 era, passengers spend more time in the secure passenger area once passing through security. This change in passenger movement increases the need for restrooms and other amenities in the secure passenger area. In addition, some commercial flights make stops at multiple airports en-route to a hub airport. In these cases, passengers may leave the plane to use the restrooms without leaving the secure passenger area.

Thirty percent of Commercial Service Airports in Wyoming have restrooms in the secure passenger area. A target performance of 80% has been set for this measure as shown in **Table 6-66.**

Table 6-66
Percent of Commercial Service Airports with Restrooms in the Secure Passenger Area

Classification	Current Performance	Target Performance
Commercial Service (10)	30%	80%
Note: ( ) indicates the total number of airports included in analysis		

7.0 Future System Performance

As identified in **Chapter 2,** and again shown in **Table 7-1**, four airports are planned to change classification during the 20-year planning period. Those airports include: Kemmerer, Rawlins, Dubois and Hulett. This chapter evaluates the future performance of these airports relative to a classification change and evaluates each against the objectives determined for those classifications. Future performance of the remaining airports whose classification is not expected to change in the planning period are not evaluated in this chapter as the objectives for these airports remain as evaluated in **Chapter 5.**

Table 7-1
Wyoming Airport Classification System

Airport	WYDOT Classification (2008)	WYDOT Classification (Future)
Casper	Commercial	Commercial
Cheyenne	Commercial	Commercial
Cody	Commercial	Commercial
Gillette	Commercial	Commercial
Jackson	Commercial	Commercial
Laramie	Commercial	Commercial
Riverton	Commercial	Commercial
Rock Springs	Commercial	Commercial
Sheridan	Commercial	Commercial
Worland	Commercial	Commercial
Afton	Business	Business
Douglas	Business	Business
Evanston	Business	Business
Greybull	Business	Business
Pinedale	Business	Business
Saratoga	Business	Business
Big Piney	Intermediate	Intermediate
Buffalo	Intermediate	Intermediate
Guernsey	Intermediate	Intermediate
Kemmerer ⇧	Intermediate	Business
Lander	Intermediate	Intermediate
Newcastle	Intermediate	Intermediate
Powell	Intermediate	Intermediate
Rawlins ⇧	Intermediate	Business
Torrington	Intermediate	Intermediate
Wheatland	Intermediate	Intermediate

Table 7-1 (Continued)
Wyoming Airport Classification System

Airport	WYDOT Classification (2008)	WYDOT Classification (Future)
Cokeville	Local	Local
Cowley	Local	Local
Dixon	Local	Local
Dubois ⇧	Local	Intermediate
Fort Bridger	Local	Local
Glendo	Local	Local
Green River	Local	Local
Hulett ⇧	Local	Intermediate
Lusk	Local	Local
Medicine Bow	Local	Local
Pine Bluffs	Local	Local
Shoshoni	Local	Local
Thermopolis	Local	Local
Upton	Local	Local
Notes: ⇧ Indicates a future change in WYDOT airport classification Thermopolis future information for proposed new airport		

Source: Wyoming Airport Classification per Aeronautics and Task Force input

7.1 Future Report Cards

Future report cards were generated for each of the four airports whose classification is planned to change and have been included along with the existing report cards in **Chapter 9**. When projects are planned at these airports and when project justification is in line with the future classification and objectives, then the future objectives should be applied. Projects need to be shown on a current ALP with justification provided in a current planning document. In some cases, it may make sense to apply some of the future classification objectives, or none at all, when planning future airport development. Each objective should be evaluated locally through the master planning process.

The following sections evaluate the future performance of each objective at these four airports. Descriptions and discussion of each objective is found in **Chapter 5** and are not repeated in this chapter. Throughout this chapter, each of the four airports has been evaluated against the future objectives and those not meeting the future objectives are identified in **bold** type.

7.2 Future Objectives

7.2.1 Airport Layout Plan

Two of the four airports do not meet the future ALP objective as shown in **Table 7-2**.

Table 7-2
Future System Performance - Airport Layout Plan

Airport	Existing	Existing Objective	Future Objective
Kemmerer	2005	On Record and Less than 5 Years Old	On Record and Less than 5 Years Old
Rawlins	**2001***	**On Record and Less than 5 Years Old**	**On Record and Less than 5 Years Old**
Dubois	**1999***	On Record and Less than 10 Years Old	**On Record and Less than 5 Years Old**
Hulett	2004	On Record and Less than 10 Years Old	On Record and Less than 5 Years Old
Note: *ALP update in progress			

7.2.2 Airport Reference Code

The future system performance for ARC is shown in **Table 7-3**. Two of the four airports (Kemmerer and Rawlins) will need to upgrade their ARC when they change classification in order the meet the objective.

Table 7-3
Future System Performance - ARC

Airport	Existing ARC	Existing Objective	Future Objective
Kemmerer	**B-II**	B-II	**C-II**
Rawlins	**B-II**	B-II	**C-II**
Dubois	B-II	B-II	B-II
Hulett	B-II	B-II	B-II

7.2.3 Primary Runway Approach Lighting System

All of the four airports whose classification may change during the planning period meet the primary runway approach lighting system objective as shown in **Table 7-4**. As discussed in **Chapter 5**, a primary runway Approach Lighting System (ALS) is only an objective for Commercial Service Airports.

Table 7-4
Future System Performance - Primary Runway Approach Lighting Systems

Airport	Existing Approach Lighting	Existing Objective	Future Objective
Kemmerer	None	Not an Objective	MALSR Suggested
Rawlins	None	Not an Objective	MALSR Suggested
Dubois	None	Not an Objective	Not an Objective
Hulett	None	Not an Objective	Not an Objective

7.2.4 Primary Runway Instrument Approach Type

Three of the four airports meet the future primary runway instrument approach type objective and are listed in **Table 7-5**. Those airports include: Kemmerer, Rawlins and Hulett. In order to meet the future objective, Dubois must upgrade from a visual to a non-precision approach.

Table 7-5
Future System Performance - Primary Runway Instrument Approach Type

Airport	Existing Approach	Existing Objective	Future Objective
Kemmerer	Non-Precision	Non-Precision	Non-Precision
Rawlins	Non-Precision	Non-Precision	Non-Precision
Dubois	**Visual**	Not an Objective	**Non-Precision**
Hulett	Non-Precision	Not an Objective	Non-Precision

7.2.5 Paved Auto Parking

All four of the airports meet the future paved auto parking objective as shown in **Table 7-6**.

Table 7-6
Future System Performance - Paved Auto Parking

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Paved Auto Parking	Suggested	Paved Auto Parking
Rawlins	Paved Auto Parking	Suggested	Paved Auto Parking
Dubois	Unpaved	Suggested	Suggested
Hulett	Paved Auto Parking	Suggested	Suggested

7.2.6 Deicing

Rawlins and Kemmerer do not have any aircraft deicing and therefore do not meet the future objective. Future system performance of the deicing objective is shown in **Table 7-7**.

Table 7-7
Future System Performance - Deicing

Airport	Existing Facility	Existing Deicing Objective	Future Deicing Objective
Kemmerer	**No Aircraft Deicing**	Not an Objective	**Aircraft Deicing**
			Containment System Suggested
Rawlins	**No Aircraft Deicing**	Not an Objective	**Aircraft Deicing**
			Containment System Suggested
Dubois	No Aircraft Deicing	Not an Objective	Not an Objective
Hulett	No Aircraft Deicing	Not an Objective	Not an Objective

7.2.7 Perimeter Fencing

All four of the airports meet the future fencing objective. Future system performance of this objective is shown in **Table 7-8**.

Table 7-8
Future System Performance - Perimeter Fencing

Airport	Existing Perimeter Fencing	Existing Objective	Future Objective
Kemmerer	Wildlife Fence	Wildlife Fence	Wildlife Fence
Rawlins	Wildlife Fence	Wildlife Fence	Wildlife Fence
Dubois	Wildlife Fence	Wildlife Fence	Wildlife Fence
Hulett	Wildlife Fence	Wildlife Fence	Wildlife Fence

7.2.8 FBO

As stated in **Chapter 5**, FBO is suggested for Intermediate and Business Airports. Therefore, no future system performance of this objective is included in this chapter.

7.2.9 Food Choices

As shown in **Table 7-9**, all four airports meet the future objective for food choices.

Table 7-9
Future System Performance - Food Choices

Airport	Existing Perimeter Fencing	Existing Objective	Future Objective
Kemmerer	Vending Machines	Vending Machines Suggested	Vending Machines Suggested
Rawlins	Vending Machines	Vending Machines Suggested	Vending Machines Suggested
Dubois	Vending Machines	Not an Objective	Vending Machines Suggested
Hulett	None	Not an Objective	Vending Machines Suggested

7.2.10 Fuel

Future system performance of the fuel objective is presented in **Table 7-10**.

Table 7-10
Future System Performance - Fuel

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Jet A and 100LL	100LL	Jet A and 100LL
Rawlins	Jet A and 100LL	100LL	Jet A and 100LL
Dubois	100LL	Suggested	100LL
Hulett	100LL	Suggested	100LL

7.2.11 Ground Transportation

All four airports meet the future ground transportation objective as shown in **Table 7-11**.

Table 7-11
Future System Performance - Ground Transportation

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Courtesy Car	Courtesy Car	Courtesy Car
Rawlins	Courtesy Car, Taxi Service	Courtesy Car	Courtesy Car
Dubois	Courtesy Car, Bus	Suggested	Courtesy Car
Hulett	Courtesy Car	Suggested	Courtesy Car

7.2.12 Hangars

Future system performance of the hangar objective is shown in **Table 7-12**.

Table 7-12
Future System Performance - Hangars

Airport	Percentage of Based Aircraft in Hangars		
	Existing	Existing Objective	Future Objective
Kemmerer	100%	75%	100%
Rawlins	100%	75%	100%
Dubois	100%	50%	75%
Hulett	100%	50%	75%

7.2.13 Lighted Hangar Area

One of the four airports does not meet the existing and future lighted hangar area objective as shown in **Table 7-13**.

Table 7-13
Future System Performance - Lighted Hangar Area

Airport	Existing	Existing Objective	Future Objective
Kemmerer	**None**	Suggested	**Lighted Hangar Area**
Rawlins	Lighted Hangar Area	Suggested	Lighted Hangar Area
Dubois	None	Not an Objective	Suggested
Hulett	Lighted Hangar Area	Not an Objective	Suggested

7.2.14 Land Use Protection Plan

One of the four airports does not meet the future Land Use Protection Plan objective as shown in **Table 7-14**.

Table 7-14
Future System Performance - Land Use Protection Plan

Airport	Existing	Existing Objective	Future Objective
Kemmerer	On-Record	On Record with Aeronautics	On Record with Aeronautics
Rawlins	**None**	**On Record with Aeronautics**	**On Record with Aeronautics**
Dubois	On Record	On Record with Aeronautics	On Record with Aeronautics
Hulett	On Record	On Record with Aeronautics	On Record with Aeronautics

7.2.15 Legislative Liaison

All but one of the four airports meets the future Legislative Liaison objective as shown in **Table 7-15**.

Table 7-15
Future System Performance - Legislative Liaison

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Legislative Liaison	Suggested	Legislative Liaison
Rawlins	**None**	Suggested	**Legislative Liaison**
Dubois	Legislative Liaison	Suggested	Suggested
Hulett	Legislative Liaison	Suggested	Suggested

7.2.16 Aircraft Maintenance

Three of the four airports do not meet the future aircraft maintenance objective as shown in **Table 7-16**.

Table 7-16
Future System Performance - Aircraft Maintenance

Airport	Existing	Existing Objective	Future Objective
Kemmerer	**None**	**Minor A & P**	**Major A & P**
Rawlins	Major A & P	Minor A & P	Major A & P
Dubois	**None**	Not an Objective	**Minor A & P**
Hulett	**None**	Not an Objective	**Minor A & P**

7.2.17 Airport Manager

All four of the airports meet the future Airport Manager objective as shown in **Table 7-17**.

Table 7-17
Future System Performance - Airport Manager

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Airport Manager	Airport Manager	Airport Manager
Rawlins	Airport Manager	Airport Manager	Airport Manager
Dubois	Airport Manager	Airport Manager	Airport Manager
Hulett	Airport Manager	Airport Manager	Airport Manager

7.2.18 Airport Master Plan

One of the eight airports does not meet the future Airport Master Plan objective as shown in **Table 7-18**.

Table 7-18
Future System Performance - Airport Master Plan

Airport	Existing	Existing Objective	Future Objective
Kemmerer	On record, 2005	On Record and Less than 10 Years Old	On Record and Less than 10 Years Old
Rawlins	On record, 2001*	On Record and Less than 10 Years Old	On Record and Less than 10 Years Old
Dubois	On record, 1999*	Suggested on record and less than 15 years old	On Record and Less than 10 Years Old
Hulett	**On record, Unknown**	Suggested on record and less than 15 years old	**On Record and Less than 10 Years Old**
Note: *MP update in progress			

7.2.19 Minimum Standards

Three of the four airports do not meet the future Minimum Standards objective as shown in **Table 7-19**.

Table 7-19
Future System Performance - Minimum Standards

Airport	Existing	Existing Objective	Future Objective
Kemmerer	**Not On Record with Aeronautics**	**On Record with Aeronautics**	**On Record with Aeronautics**
Rawlins	**None**	**On Record with Aeronautics**	**On Record with Aeronautics**
Dubois	**None**	Suggested	**On Record with Aeronautics**
Hulett	**None**	Suggested	**On Record with Aeronautics**

7.2.20 Noise Contour Map

None of the four airports meet the future Noise Contour Map objective as shown in **Table 7-20**.

Table 7-20
Future System Performance - Noise Contour Map

Airport	Existing	Existing Noise Contour Map Objective	Future Noise Contour Map Objective
Kemmerer	**None**	**On Record and Less than 10 Years Old**	**On Record and Less than 10 Years Old**
Rawlins	**None**	**On Record and Less than 10 Years Old**	**On Record and Less than 10 Years Old**
Dubois	**None**	Suggested	**On Record and Less than 10 Years Old**
Hulett	**On Record, Date Unknown**	Suggested	**On Record and Less than 10 Years Old**

7.2.21 Pavement Management Plan

Three of the eight airports meet the future Pavement Management Plan objective as shown in **Table 7-21**.

Table 7-21
Future System Performance - Pavement Management Plan

Airport	Existing	Existing Objective	Future Objective
Kemmerer	On Record with Aeronautics	On Record with Aeronautics	On Record with Aeronautics
Rawlins	On Record with Aeronautics	On Record with Aeronautics	On Record with Aeronautics
Dubois	On Record with Aeronautics	On Record with Aeronautics	On Record with Aeronautics
Hulett	**Not On Record with Aeronautics**	**On Record with Aeronautics**	**On Record with Aeronautics**

7.2.22 Public Telephone

The future public telephone performance is shown in **Table 7-22**. One out of the four airports does not meet this future objective.

Table 7-22
Future System Performance - Public Telephone

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Public Phone 24/7	Public Phone 24/7	Public Phone 24/7
Rawlins	**None**	**Public Phone 24/7**	**Public Phone 24/7**
Dubois	Public Phone 24/7	Public Phone 24/7	Public Phone 24/7
Hulett	Public Phone 2/47	Public Phone 24/7	Public Phone 24/7

7.2.23 Pilot Lounge and Planning Room

As shown in **Table 7-23**, all four airports meet the pilot lounge and planning room objective.

Table 7-23
Future System Performance - Pilot Lounge & Planning Room

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Pilot Lounge & Planning Room	Pilot Lounge & Planning Room	Pilot Lounge & Planning Room
Rawlins	Pilot Lounge & Planning Room	Pilot Lounge & Planning Room	Pilot Lounge & Planning Room
Dubois	Pilot Lounge & Planning Room	Pilot Lounge & Planning Room Suggested	Pilot Lounge & Planning Room
Hulett	Pilot Lounge & Planning Room	Pilot Lounge & Planning Room Suggested	Pilot Lounge & Planning Room

7.2.24 Public Restroom

One airport does not meet the future public restroom objective as shown in **Table 7-24**.

Table 7-24
Future System Performance - Public Restroom

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Public Restroom 24/7	Public Restroom 24/7	Public Restroom 24/7
Rawlins	**Public Restroom not 24/7**	**Public Restroom 24/7**	**Public Restroom 24/7**
Dubois	Public Restroom 24/7	Public Restroom Suggested	Public Restroom 24/7
Hulett	Public Restroom 24/7	Public Restroom Suggested	Public Restroom 24/7

7.2.25 Primary Runway Length

As shown in **Table 7-25**, none of the airports meet the future runway length objective with their existing runway lengths. However, Kemmerer's existing runway length is within 500' of the objective runway length. In addition, both Kemmerer and Dubois have planned primary runway lengths that would meet or exceed the future objective.

Table 7-25
Future System Performance - Primary Runway Length

Airport	Runway Length (Feet)			
	Existing Runway Length	Planned[1] Runway Length	Existing Objective	Future Objective
Kemmerer	**8,208**	**8,700**	**8,500**	**8,500[2]**
Rawlins	**7,008**	**8,150**	**8,200**	**8,200**
Dubois	**6,100**	**8,610**	6,100	**8,400**
Hulett	**5,500**	**6,500**	5,500	**6,700**

Notes:
[1] From Approved Airport Layout Plans
[2] Objective Runway Length within 500 feet of Existing Runway Length

7.2.26 Primary Runway Edge Lighting

As shown in **Table 7-26**, all airports meet the future primary runway edge lighting objective.

Table 7-26
Future System Performance - Primary Runway Edge Lighting

Airport	Existing Runway Lighting	Existing Objective	Future Objective
Kemmerer	MIRL	MIRL	MIRL
Rawlins	MIRL	MIRL	MIRL
Dubois	MIRL	MIRL	MIRL
Hulett	MIRL	MIRL	MIRL

7.2.27 Runway Protection Zone Ownership

Three of the four airports do not meet the RPZ objective as shown in **Table 7-27**.

Table 7-27
Future System Performance - Runway Protection Zone Ownership

Airport	Existing	Existing Objective	Future Objective
Kemmerer	**All Not Owned in Fee or Easement**	**Fee or Easement Ownership of RPZ**	**Fee or Easement Ownership of RPZ**
Rawlins	**All Not Owned in Fee or Easement**	**Fee or Easement Ownership of RPZ**	**Fee or Easement Ownership of RPZ**
Dubois	All Owned in Fee or Easement	Suggested	Fee or Easement Ownership of RPZ
Hulett	**All Not Owned in Fee or Easement**	Suggested	**Fee or Easement Ownership of RPZ**

7.2.28 Runway Safety Areas

Three out of the four airports do not meet the future RSA objective of a standard RSA on all paved runways. Future system performance of the RSA objective is shown in **Table 7-28**.

Table 7-28
Future System Performance - Runway Safety Areas

Airport	Runway	Existing RSA	Existing and Future Objective
Kemmerer	**04/22**	**Non-Standard Grade**	**Standard RSA on all paved Runways**
Rawlins	**10/28**	**Non-Standard Grade**	**Standard RSA on all paved Runways**
Dubois	10/28	Standard RSA on all paved Runways	Standard RSA on all paved Runways
Hulett	**13/31**	**Non-Standard Grade**	**Standard RSA on all paved Runways**

7.2.29 Primary Runway Strength

Two airports, Kemmerer and Hulett, do not meet the future runway strength objective as shown in **Table 7-29**.

Table 7-29
Future System Performance - Primary Runway Strength

Airport	Existing Strength	Existing Objective	Future Objective
Kemmerer	**18,000 SWG**	**20,000 SWG**	**30,000 SWG**
Rawlins	60,000 DWG	20,000 SWG	30,000 SWG
Dubois	24,000 SWG	12,500 SWG	20,000 SWG
Hulett	**12,500 SWG**	12,500 SWG	**20,000 SWG**

7.2.30 Primary Runway Width

Table 7-30 shows each of the four airports' existing primary runway width along with the existing and future objectives. All airports except Kemmerer and Dubois have existing primary runway widths that meet or exceed the future objective.

Table 7-30
Future System Performance - Primary Runway Width (Feet)

Airport	Existing Width	Existing Objective	Future Objective
Kemmerer	**75**	75	**100**
Rawlins	100	75	100
Dubois	**60**	**75**	**75**
Hulett	75	75	75

7.2.31 Taxiway Type and Width

One of the four airports (Kemmerer) does not meet the future taxiway objective as shown in **Table 7-31**.

Table 7-31
Future System Performance - Taxiway Type and Width

Airport	Existing	Existing Objective	Future Objective
Kemmerer	**Connector – 21'**	**Partial Parallel/Connector/ Turn Around – 35'**	**Full Parallel – 35'**
Rawlins	Full Parallel – 35'	Partial Parallel/Connector/ Turn Around – 35'	Full Parallel – 35'
Dubois	Connector – 35'	Maintain Existing Taxiway	Partial Parallel/Connector/ Turn Around – 35'
Hulett	Full Parallel – 35'	Maintain Existing Taxiway	Partial Parallel/Connector/ Turn Around – 35'

7.2.32 Taxiway Lighting

One of the four airports does not meet the future taxiway lighting objective as shown in **Table 7-32**.

Table 7-32
Future System Performance - Taxiway Lighting

Airport	Existing	Existing Objective	Future Objective
Kemmerer	MITL	MITL	MITL
Rawlins	MITL	MITL	MITL
Dubois	MITL	Reflectors (MITL Suggested)	MITL
Hulett	**Reflectors**	Reflectors (MITL Suggested)	**MITL**

7.2.33 Terminal Building

Future system performance of the terminal building objective is shown in **Table 7-33**.

Table 7-33
Future System Performance - Terminal Building

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Terminal Building	Terminal Building	Terminal Building
Rawlins	Terminal Building	Terminal Building	Terminal Building
Dubois	Terminal Building	Not an Objective	Terminal Building
Hulett	Terminal Building	Not an Objective	Terminal Building

7.2.34 Visual Aids

Future system performance of the visual aids objective is shown in **Table 7-34.**

Table 7-34
Future System Performance - Visual Aids

Airport	Existing	Existing Objective	Future Objective
Kemmerer	Beacon, Lighted Wind Cone, PAPI Both Ends, REIL Both Ends	Beacon, Lighted Wind Cone, PAPI/VASI Both Ends, REIL Both Ends	Beacon, Lighted Wind Cone, PAPI/VASI Both Ends, REIL Both Ends
Rawlins	Beacon, Lighted Wind Cone, VASI Both Ends, REIL One End	Beacon, Lighted Wind Cone, PAPI/VASI Both Ends, **REIL Both Ends**	Beacon, Lighted Wind Cone, PAPI/VASI Both Ends, **REIL Both Ends**
Dubois	Beacon, Lighted Wind Cone, PAPI One End, No REIL	Beacon, Lighted Wind Cone, PAPI/VASI One End, **REIL One End (Both ends suggested)**	Beacon, Lighted Wind Cone, **PAPI/VASI Both Ends, REIL Both Ends**
Hulett	Beacon, Lighted Wind Cone, PAPI Both Ends, REIL One End	Beacon, Lighted Wind Cone, PAPI/VASI One End, REIL One End (Both ends suggested)	Beacon, Lighted Wind Cone, PAPI/VASI Both Ends, **REIL Both Ends**

7.2.35 Weather Reporting Facilities

All four airports expected to change classification in the planning period meet the future weather reporting facility objective. Future system performance of this objective is shown in **Table 7-35**.

Table 7-35
Future System Performance - Weather Reporting Facilities

Airport	Existing Facility	Existing Objective	Future Objective
Kemmerer	AWOS	AWOS/ASOS	AWOS/ASOS
Rawlins	ASOS	AWOS/ASOS	AWOS/ASOS
Dubois	AWOS	AWOS/ASOS	AWOS/ASOS
Hulett	AWOS	AWOS/ASOS	AWOS/ASOS

7.2.36 Wind Coverage

Three of the four airports do not meet the future objective for wind coverage. As noted in **Table 7-36**, existing wind coverage for Kemmerer and Dubois is unknown. Analysis of the wind coverage at these two airports may show that these airports meet the objective.

Table 7-36
Future System Performance - Wind Coverage

Airport	Existing	Existing Objective	Future Objective
Kemmerer	**99.58% (13 knots)** **Unknown (16 knots)**	≥ 95% @ 13 knots	**≥ 95% @ 16 knots**
Rawlins	98.44% (13 knots) 99.48% (16 knots)	≥ 95% @ 13 knots	≥ 95% @ 16 knots
Dubois	**Unknown**	≥ 95% Suggested	**≥ 95% @ 13 knots**
Hulett	**93.30% (13 knots)**	≥ 95% Suggested	**≥ 95% @ 13 knots**

8.0 Air Service

A fully developed commercial air system in Wyoming supports the economy as well as the mobility, safety and quality of life of its citizens and visitors. Wyoming has made great strides to fulfill its air service goal and measures. However, air service remains a top priority and work in progress.

8.1 Air Service Goal, Measures and Issues

8.1.1 Goal

As discussed in **Chapter 6**, the Wyoming Aviation System Goal for air service is:

Goal – Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.

The operative words in the goal are: convenient, reliable access, and competitive price. These attributes of air service shape current and future efforts to sustain and improve commercial air service in the state. Already, many of the initial measures of this goal have been met.

8.1.2 Measures

As identified in **Chapter 6**, the goal for air service is supported by measures that track progress on how well the system of commercial service airports is providing convenient, reliable access to the national transportation system at a competitive price. Each measure identified in **Chapter 6** and its current performance is summarized in **Table 8-1**.

Table 8-1
Air Service Measure Performance

	Measure	Current Performance
1	Percent of population within 90 minutes of a Commercial Service Airport.	90% of population currently served.
2	Percent of Commercial Service Airports that average three daily frequencies.	90% of the Commercial Service Airports or nine out of ten airports have three or more daily frequencies.
3	Percent of Commercial Service Airports with service to two or more hub airports.	50% or five out of ten airports have service to two or more hub airports.
4	Percent of Commercial Service Airports growing or retaining annual seats when compared with an average of the three previous years.	As of June 2008, 80% or eight of ten Commercial Service Airports have retained or grown capacity, measured by the number of annual seats.
5	Percent of Commercial Service Airports growing or retaining the number of enplaned passengers when compared with an average of the three previous years.	As of December 2007, 80% or eight of ten airports have retained or increased enplanements over an average of the previous three years
6	Percent of Commercial Service Airports that meet the FAA entitlement thresholds to qualify as a primary airport.	90% of the Commercial Service Airports meet this requirement. Worland is the only airport which did not meet the FAA entitlement thresholds.
7	Percent of affirmative response rates to airport awareness questions in WYDOT Customer Satisfaction Surveys.	Response rate for airport awareness following the Fly Wyoming campaign was 71%.
8	Percent of Commercial Service Airports with restrooms in the secure passenger area.	30% of the Commercial Service Airports have a restroom in the secure passenger area.

The evaluation included in **Chapter 6** indicates that system performance meets or exceeds most air service measures. In areas not meeting the measures, substantial gains have been made toward meeting the air service measures. Wyoming residents have good access to commercial service airports. However, sustaining adequate levels of service at a competitive price requires on-going attention by individual airports and Aeronautics.

8.1.3 Issues

Although many of the air service measures are met, there are persisting air service issues in the state. These issues are shaped by the structure of the airline industry, current economic conditions, and by the unique characteristics of Wyoming.

The cost of air service in the state remains high. The commercial air service system in Wyoming is served predominantly by an aging fleet of turboprop aircraft. The natural resource and tourist based components of the economy inject seasonality and fluctuations in the demand for air service. Other factors have also shaped the service patterns and demand for air service. The most important of these include the following:

- Wyoming has a small population base that is geographically dispersed. The state has the second lowest population density in the U.S. (Alaska is the lowest.) Using estimates of population for 2007 there are 5.4 persons in Wyoming per square mile. To provide a regional perspective, Montana has 6.5 and Colorado has 46.9 persons per square mile.
- Wyoming has exceptional terrain, particularly in the northwest part of the state that is a focal point for tourism and is a destination for many air travelers coming to ski in the winter or to visit in the summer.
- Natural resource extraction is a major component of Wyoming's economy that can contribute to rapid fluctuations in air demand.
- Nine of Wyoming's ten Commercial Service Airports are eligible to participate in the Essential Air Service Program (EAS) and several have in the past. Currently, Laramie and Worland participate in the program. The EAS program determines the minimum level of service required at each eligible community (typically two daily round-trips, six days per week.). Where necessary, the U.S. Department of Transportation pays a subsidy to a carrier to ensure that the specified level of service is provided.
- The Wyoming state legislature, the Wyoming Department of Transportation Aeronautics Division, and the ten Commercial Service Airports have made air service a priority and have invested time and funding toward the enhancement and retention of air service.
- Wyoming air service is also shaped by (a) the carriers that serve the state, notably Great Lakes Airlines, United Airlines, and the combined Delta-Northwest Airlines; (b) the aircraft types deployed for each service, (c) and the service agreements that the network carriers have with regional affiliates that serve the state.

- Air service in Wyoming is part of the national system of transportation and influenced by the economic conditions that are challenging the aviation industry throughout the country. Increased volatility of fuel prices and demand has recently put pressure on the carriers to respond to rapid changes in conditions and to quickly adjust the supply of air service.

The purpose of this chapter is (1) to analyze the key components of Wyoming air service and its development over the last five years; (2) to evaluate the local, regional, and national factors that may influence Wyoming air service; and (3) to set a course for retention and development of air service at Wyoming's Commercial Service Airports to assist in fulfillment of the air service goal.

8.2 Recent Gains in Air Service

During the last five years, the State of Wyoming has experienced an expansion of air service at a time when many other areas of the country, particularly small communities, have experienced declines or total loss of air service. A strong state economy and an active suite of air service development programs have contributed to positive results for Wyoming.

In 2003, a statewide air service study was sponsored by the Wyoming Business Council for Enhanced Air Service and conducted by the consulting firm SH&E. This study examined the market for air service in Wyoming and serves as a good benchmark to measure progress.

Total enplaned (boarding) passengers in the state have grown from 369,758 to 495,739 or by 34% from 2003 to 2007. Seats, a measure of capacity, are up by 18%, the number of departures is up by 3% and the average size aircraft (seats per departure) has grown by 15%.

Table 8-2 summarizes the changes in Wyoming air service at a statewide level from 2003 to 2007. Each of the measures shows outbound totals only. Total activity (in and out) would be approximately twice the numbers shown in **Table 8-2**.

Table 8-2
Changes in Outbound Passengers, Seats and Departures, 2003-2007

	2003	2004	2005	2006	2007	Change 2003-2007
Enplanements (outbound passengers)	369,758	392,207	449,470	483,497	495,739	34%
Seats	662,274	626,423	692,059	737,678	783,435	18%
Departures	19,071	18,431	18,520	17,786	19,596	3%
Seats/Departure	35	34	37	41	40	15%

Source: WYDOT Aeronautics, US DOT T100

The SH&E study established passenger enplanement goals for each Wyoming airport. The goals were based on an evaluation of demand and service potential as well as the availability of community financial support to the airlines for air service development. No goal was set for Jackson because it is a destination market and consequently highly influenced by advertising in cities where passengers originate. Jackson's traffic is also influenced by the availability and pricing of vacation packages.

Table 8-3 shows actual 2003 and 2007 enplanements per day and compares them with the 2003 goal set by SH&E. The results are positive. Each Commercial Service Airport in Wyoming has increased daily enplanements. Five out of nine airports have exceeded their 2003 enplanement goals.

Table 8-3
Enplanements per Day at Wyoming Airports, 2003-2007

Associated City	Enplanements Per Day					
	2003 (Actual)	2007 (Actual)	SH&E Report Goal	Goal Increase in Enplanements Per Day	Actual Increase in Enplanements Per Day	Percent Increase 2003-2007
Casper	170	211	192	22	41	24%
Cheyenne	38	46	119	81	8	21%
Cody	56	73	84	28	18	32%
Gillette	37	70	59	22	33	89%
Jackson	596	760	NA	NA	164	28%
Laramie	24	27	33	9	3	12%
Riverton	30	43	51	21	14	46%
Rock Springs	24	60	39	16	36	154%
Sheridan	31	58	51	20	26	83%
Worland	8	10	8	0.4	2	28%
Total Enplanements	**1,013**	**1,358**	**NA**	**NA**	**345**	**34%**

Source: WYDOT Aeronautics, Report to Wyoming Business Council, Enhancing Airline Service, 2003

The 2003 study also established seat capacity goals. **Table 8-4** shows trends in daily seat capacity from 2003-2007. The number of daily seats has increased at every airport except Riverton and Worland. The largest absolute increases in daily seats were at Jackson, Casper, Sheridan and Rock Springs.

Table 8-4
Daily Seat Capacity, 2003-2007

Associated City	Seats per Day				
	2003 (Actual)	2007 (Actual)	2003 Goal	Actual Increase in Seats Per Day	Percent Increase 2003-2007
Casper	298	355	320	57	19%
Cheyenne	104	141	199	37	35%
Cody	98	121	140	22	23%
Gillette	104	121	98	17	17%
Jackson	907	1,017	NA	110	12%
Laramie	51	81	55	31	60%
Riverton	70	67	85	-3	-4%
Rock Springs	50	95	65	45	90%
Sheridan	56	119	86	63	112%
Worland [1]	78	31	14	-47	-61%
Wyoming Total	**1,814**	**2,146**		**332**	**18%**

Note: [1] Worland daily capacity includes daily flight to and from Laramie

Source: WYDOT Aeronautics, Report to Wyoming Business Council, Enhancing Airline Service in the State of Wyoming, 2003

Since many of the 2003 goals for passengers and seats were achieved, it is reasonable to ask what's next for Wyoming Commercial Service Airports. Building upon what has already been accomplished and to support the air service measures established for this plan, the near term air service objectives include the following:

- Maintain a base level of service at Wyoming Commercial Service Airports of three or more frequencies per day.
- Retain connecting service to both Denver and Salt Lake City for those airports that have nonstop access to two hubs.
- For those airports that have service to one hub airport, increase use of existing service and when feasible expand service to both Denver and Salt Lake City.
- Monitor annual enplanements and the number of annual seats offered at each commercial service airport to determine if enplanements and seats are growing, remaining constant or declining.
- Monitor air fares at Wyoming Commercial Service Airports and continually work with the airlines to achieve air fares that are reasonable and competitive with nearby larger airports.

To chart a course of next steps, it is important to review existing programs that currently support retention and growth of air service at a competitive price.

8.3 Programs that Directly Support Air Service

The gains achieved in air service have come after several years of effort by the airports and by the state.

8.3.1 Air Service Initiatives Prior to 2004

Prior to 2004, Aeronautics participated in a number of air service initiatives. These included the following:

- Conduct of meetings about air service in all ten communities where there is a Commercial Service Airport.
- Assistance to five Wyoming communities with preparation of applications to participate in the US DOT Small Community Air Service Development Pilot Program.
- Funding and conduct of a travel agency incentive program in 2002 called "Book for Bucks" to aid communities in promoting awareness of air service to their communities.
- A full air service statewide study including a leakage study.
- Assistance to EAS communities by helping to select service providers best suited to serve each community.
- Initiation of the Laramie First Flight program designed to increase the number of enplanements out of a community to reach the minimum 10,000 enplanement threshold to be eligible for annual federal entitlement funding of $1 million.
- Participation by Aeronautics and the Wyoming Business Council in visits to airlines in advance of implementation of the Air Service Enhancement Program.

In addition, Aeronautics developed a grant program to support airport marketing and promotions at both Commercial Service Airports as well as other classifications of airports. The program has been in place for over ten years. State grants under this program require communities to contribute a 50% share of the total grant.

The Wyoming Aeronautics Commission also sponsored an Air Show and Fly-in Program. This is a separate and newer grant program designed to raise awareness about Wyoming's airports and educate the public. Aeronautics has the authority to grant $5,000 to airports for air shows and fly-ins with no local match required. While this program is typically directed at business and general aviation activity, it does increase community awareness of airport facilities and available services.

8.3.2 Current Air Service Programs

The most recent Wyoming initiatives are best grouped under two programs: one is the Air Service Enhancement Program enabled by state legislation in 2003; the other initiative is the Fly Wyoming campaign funded by a 2005 grant from the Small Community Air Service Development Pilot Program. These two programs have together raised airport awareness in Wyoming and materially improved air service. Each are briefly summarized in the following sections.

8.3.2.1 Air Service Enhancement Program

In 2003, the Wyoming Legislature passed the Air Service Enhancement Act (SF 120) which created a grant program that allows the state to participate with communities in air service improvements. The legislation provides financial incentives to support Commercial Service Airports in their efforts to retain and develop air service and authorizes Aeronautics to fund a variety of activities including:

- Air carrier marketing in the communities;
- Revenue guarantees to achieve service to a second hub, additional frequencies, or larger equipment;
- Air service development and marketing studies;
- Equipment purchases including acquisition of equipment to enhance passenger security;[1] and,
- Assistance to achieve threshold enplanement levels to qualify as a primary airport and receive FAA entitlement funds.[2]

The Wyoming Aeronautics Commission approves each grant that is applied for under this program. Since enactment of the legislation, six of the ten Commercial Service Airports in Wyoming have participated in the Air Service Enhancement Program. As of July 2008, state and local communities have allocated a total of $8 million and $2.7 million respectively to the program. However, because most of the programs were revenue guarantees and the revenue targets were met or exceeded on certain routes, much less was actually paid out of the program.

The Air Service Enhancement Program also has an administrative component to manage the program. The Legislature funded a new position in the Aeronautics Division for an Aviation Business and Marketing Manager who is dedicated full time to Wyoming air service, airline negotiations and fare monitoring. In addition, the Aeronautics Division subscribes to two databases that provide MIDT[3] data, origin and destination data as well as airline performance, segment-level traffic (T100)[4], capacity and advanced booking information. This data is available to all Wyoming airports to assist with monitoring local markets, fares and analyzing air service potential. **Appendix B** provides an example of statewide reports currently generated by Aeronautics for airports using this data. Individual airport reports are also produced.

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[1] The Air Service Enhancement program purchased portable oxygen systems that could be used by passengers boarding smaller aircraft at Casper. Legislation enacted in 2007 permitted use of Air Service Enhancement funds for purchase of security equipment.
[2] The primary airport threshold is currently set by the FAA at 10,000 enplanements.
[3] Management Information Data Transfer (MIDT) is a database produced from computer reservation system bookings. The data includes information on the location of the passenger, origin airport, and trip destination.
[4] The T-100 databases include traffic data (passenger and cargo), capacity data and other operational data for U.S. air carriers and foreign air carriers operating to and from the United States. The T-100 data files are not based on sampled data or data surveys, but represent a 100 percent census of the data.

8.3.2.2 Fly Wyoming Program

The second important component to Wyoming's air service initiatives is the Fly Wyoming Program. In 2005, Aeronautics in consortium with the state's ten Commercial Service Airports successfully applied for a Small Community Air Service Development Program grant. The grant award consisted of an $800,000 Federal grant with a local match of $100,000 from the State of Wyoming and $10,000 from each of the ten airports for a total budget of $1 million. The intent of the grant was to provide marketing support for air service enhancements through a statewide Fly Wyoming Program. The program had several components summarized below:

- **Statewide Print Advertising** – The state purchased the inside cover of the Wyoming 2006 Official Summer Travel Guide which is distributed to approximately 400,000 businesses and residences. Also purchased were advertisements published in the Frontier Airlines and United Airline in-flight magazines and a full page advertisement for Great Lakes Airlines' first in-flight magazine, "Peaks and Plains".
- **Wireless Internet** – Part of the grant was spent to purchase wireless internet equipment and install a wireless network in each of the ten Commercial Service Airports. The grant also covered the first year of wireless service provided that individual airports agreed to continue the service for a second and third year. The airports had to design a log-in page that advertised their airport. They were also encouraged to provide a passenger survey on the log-in page.
- **Branding and Advertising** – The state hired an advertising firm to develop a statewide publicity campaign to promote use of Wyoming airports. The consultant traveled the state and conducted focus groups to determine the perceived air service issues and to test brand identity options for the advertising campaign. Following this effort, the consultants designed a logo and tagline, prepared two television ads and three radio ads, and developed, together with Aeronautics, the Fly Wyoming Website (www.flywyoming.org).
- **Coordination** – The Fly Wyoming campaign was designed and built in coordination with Aeronautics, the Wyoming Travel and Tourism department and the individual Commercial Service Airports.

8.4 Structure of Wyoming Air Service

8.4.1 Summary of Influencing Factors

To fully appreciate the advances in air service and opportunities in Wyoming it is important to consider how the airports function together within the state, in the region and in the national system of air transportation. The following factors together shape the structure of service:

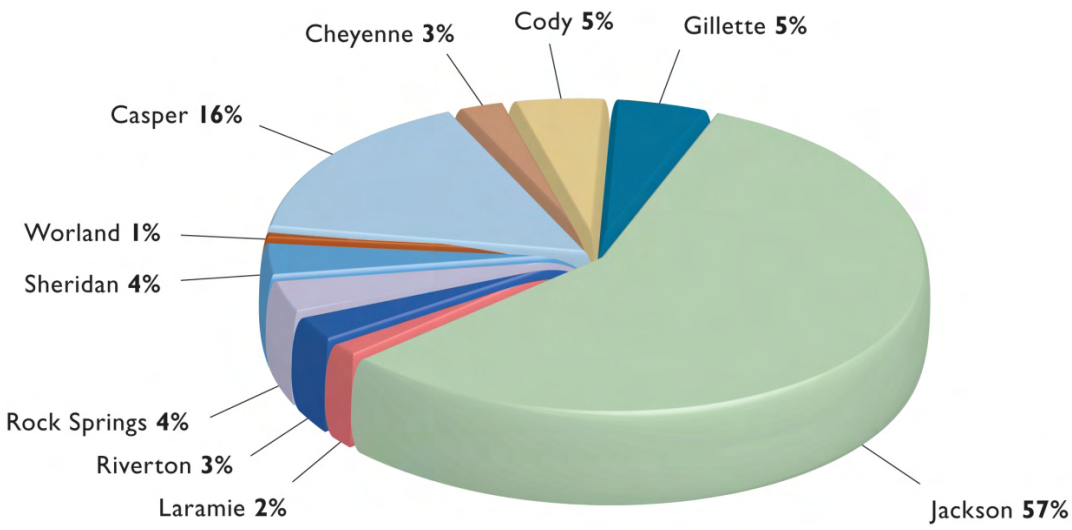
- Wyoming Commercial Service Airports are small relative to other airports in the U.S. and serve large geographic areas.
- The state is surrounded by larger airports: two connecting hubs - Denver and Salt Lake City and three other commercial airports that draw Wyoming passengers - Billings, Boise, and Rapid City.
- Wyoming is a tourist destination for both winter and summer recreation.

- Wyoming is rich in energy resources both non-renewable (coal and gas) and renewable energy (wind and solar).
- Essential Air Service has contributed significantly to retention of air service at the smallest airports.
- Recent mergers and acquisitions will impact service including the Northwest-Delta merger and the acquisition of Frontier Airlines.
- Southwest Airlines expansion at Denver has resulted in increased diversion of Wyoming passengers to Denver.
- Aging turboprops and small regional jets that serve Wyoming have limited options for replacement of similar sized aircraft.
- The Air Service Enhancement Program and the energy resource boom from 2005 through the middle of 2008 combined to effectively support new air service initiatives in Wyoming.

8.4.2 Size of Wyoming Airports

Wyoming has ten Commercial Service Airports of different sizes. Jackson is the largest airport and handles approximately 57% of the state's enplanements. Casper follows second with 16% of enplanements. The other airports cluster as follows: Cody and Gillette, 5%; Rock Springs and Sheridan, 4%; Cheyenne and Riverton, 3%; Laramie, 2%; and, Worland, 1%. **Chart 8-1** and **Table 8-5** show the distribution.

Chart 8-1
Distribution of 2007 Wyoming Enplanements



Source: WYDOT Aeronautics

Table 8-5
Wyoming Enplanements by Airport, 2007

Associated City	2007	Percent Share
Jackson	277,361	57%
Casper	76,908	16%
Cody	26,799	5%
Gillette	25,647	5%
Rock Springs	21,791	4%
Sheridan	20,978	4%
Cheyenne	16,766	3%
Riverton	15,831	3%
Laramie	9,939	2%
Worland	3,719	1%
Total Enplanements	**495,739**	**100%**

Source: WYDOT Aeronautics

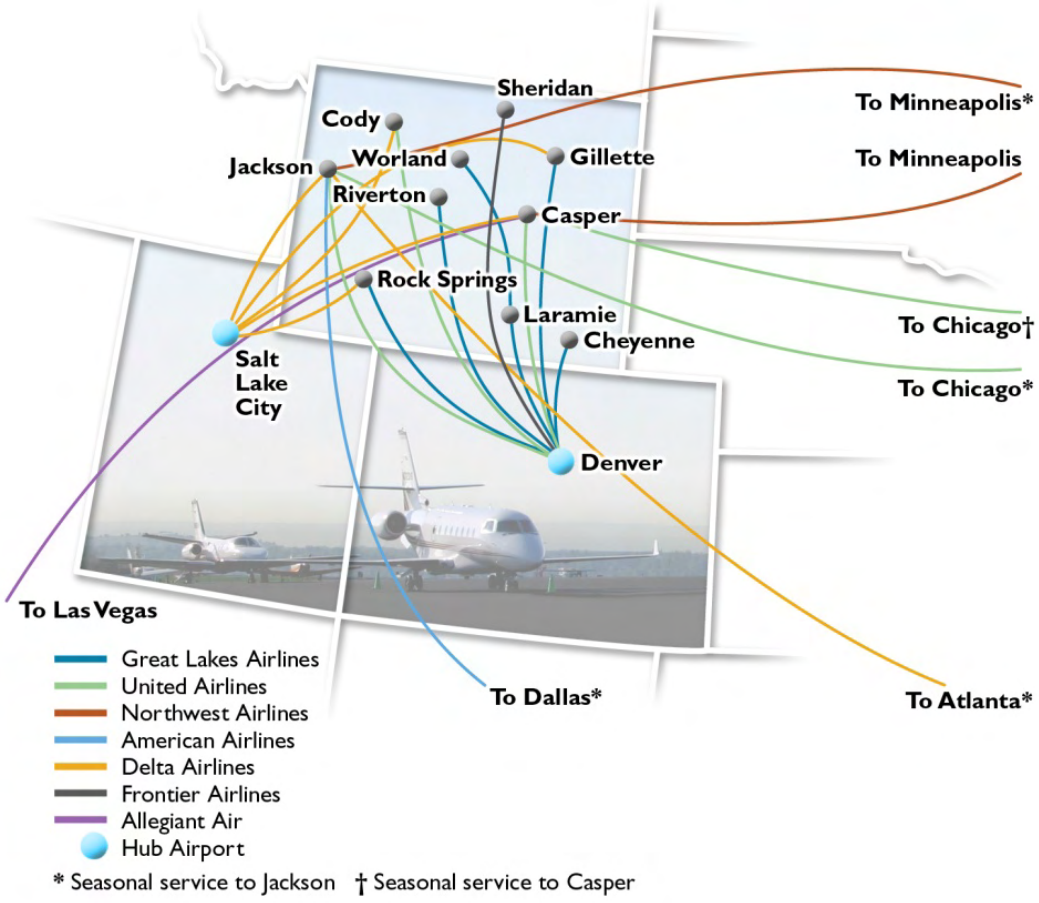
Despite differences among the ten airports, by national measures all of Wyoming's Commercial Service Airports are relatively small. Nine of Wyoming's Commercial Service Airports are considered primary, non-hub airports (including Jackson) in the FAA classification system of airports. Worland is the only Wyoming airport classified as a non-primary, non-hub airport.

8.4.3 Wyoming's Hub and Spoke Systems

In the United States, airlines offer air service primarily in two ways: (1) point to point service or (2) hub and spoke service. Many low cost carriers select the largest markets and offer point to point service between cities such as New York and Los Angeles. The hub and spoke model enables a carrier to serve different size communities and consolidate traffic at one or more large hub airports. The hub and spoke model was embraced by the airlines in the 1980's as a means to provide a more comprehensive level of service to cities of all sizes. Wyoming's CS Airports each function as spoke cities in hub networks. Denver is a connecting hub airport for United Airlines and Frontier Airlines; Salt Lake City is one of Delta's hubs. Jackson and Casper, Wyoming's largest airports in terms of passengers also have had limited service to more distant hubs.

Figure 8-1 graphically shows the service available to Wyoming passengers in September 2008.

Figure 8-1 – Wyoming Air Service Routes



Source: Official Airline Guide, September 2008

8.4.3.2 Importance of Denver and Salt Lake City Service

In many respects, the options for Wyoming air service coincide with developments at the Denver and Salt Lake City hub airports. Denver is a United Airlines and Frontier Airlines hub. Great Lakes Airlines has a code sharing agreement with both carriers so that any Wyoming passenger flying Great Lakes Airlines to Denver can check baggage to their final destination and connect at Denver on either carrier. Great Lakes Airlines also operates independently for service within its own system. **Table 8-6** provides a summary of daily departures and non-stop markets served from Denver and Salt Lake. In 2007, Denver offered 783 daily departures. United Airlines flew 429 of these flights for a market share of 55%. By April, 2009, United Airlines' market share has dropped from 55% to approximately 48% of non-stop departures. Loss of United Airlines' market share at Denver occurred as United Airlines reduced capacity and Frontier Airlines and Southwest expanded service.

Table 8-6
Summary of Denver and Salt Lake City Hub Operations, 2007

Hub Airport	Carrier Serving Wyoming	Average Daily Departures	% of Total Daily Departures	Non-Stop Markets	% Share of Non-Stop Markets
Denver	United Airlines	429	55%	116	71%
	Frontier Airlines	166	21%	67	41%
	Great Lakes Airlines	67	9%	26	16%
	Subtotal	662	85%		
Total Denver		**783**	**100%**	**163**	**100%**
Salt Lake City	Delta Air Lines	327	80%	118	97%
Total Salt Lake City		**411**	**100%**	**122**	**100%**

Source: Official Airline Guide via Seabury APG

Delta's hub at Salt Lake City is a regional carrier hub, with SkyWest Airlines, a Delta Connection carrier offering the largest number of daily departures. Frontier Airlines and Southwest offer large jet service at Salt Lake. So while Delta dominates with 80 percent of operations, it carried only 39% of passengers in 2008. Frontier Airlines carried 30% of passengers and Southwest, 14%. Carrier market shares at Salt Lake have remained stable however operations and traffic for all carriers declined in 2008 and 2009.

8.4.3.3 Critical Role of Regional Carriers

Most network carriers[1] that employ a hub and spoke model rely on regional carriers and smaller aircraft to serve spoke cities. In fact, in Wyoming spoke service is almost exclusively handled by regional carriers that are either wholly owned subsidiaries or operate under contract with network carriers. In 2008, the following regional carriers provided service in Wyoming:

- Great Lakes Airlines – United Airlines and Frontier Airlines to Denver.
- Lynx Aviation – Frontier Airlines to Denver.
- Mesa Airlines – United Airlines to Denver.
- SkyWest – Delta Air Lines to Salt Lake City and United Airlines to Denver.
- Pinnacle Airlines – Delta Air Lines to Minneapolis/St. Paul.

With the exception of Lynx Aviation which is a wholly owned subsidiary of Frontier Airlines, all of the other regional carriers serving Wyoming are independent airlines that have operating contracts with the network carriers. This code-sharing arrangement allows a passenger to purchase a single ticket under the network carrier brand and check baggage from the originating airport to the final destination.

[1] Network carriers include: United Airlines, American Airlines, Delta Air Lines (now merged with Northwest Airlines), Continental Airlines, and US Airways. These carriers are also often referred to as mainline or legacy carriers.

The use of independent regional carriers contributes to higher fares in Wyoming because two separate companies are seeking compensation for services. When a single company is providing both segments of the connecting service, there is more flexibility to respond competitively to specific market situations. Connecting service is inherently more expensive to provide and makes it difficult to achieve fare parity with nonstop service out of Denver or Salt Lake City, particularly air service provided by low cost carriers.

8.4.4 Current Levels of Service

Table 8-7 summarizes average daily departures from each Wyoming Commercial Service Airport.[1] Since there is a significant tourism component to Wyoming air service, average daily departures are shown for February as representative of winter schedules and August which is representative of summer schedules. Several developments in 2007 and 2008 are noteworthy:

- Casper daily departures have remained relatively stable. However, high frequency service to Salt Lake City has been reduced by two frequencies. Denver frequencies dropped by one, but additional service to Chicago, Minneapolis/St. Paul and Las Vegas (in September, 2008) were added.
- Great Lakes Airlines, based in Cheyenne, has provided relatively consistent levels of service at Cheyenne, Laramie, Gillette, Riverton, Rock Springs, Sheridan and Worland. However, there have been some seasonal adjustments.
- In the summer of 2008, Delta/SkyWest added service from Salt Lake City to Gillette and Rock Springs.
- Jackson's schedule reflects a hybrid of spoke service to major hub airports with limited weekly service to major metropolitan areas.

[1] In Table 8-7, average daily departures for Feb. 07, Aug. 07, and Feb. 08 are actual departures that the carriers reported to the US DOT T100 database. Aug. 08 data represents scheduled average daily departures as published in the Official Airline Guide, Aug 08.

Table 8-7
Average Daily Departures, February and August, 2007 and 2008

Origin	Destination	Airline	Average Daily Departures			
			Feb-07	Aug-07	Feb-08	Aug-08
Casper (CPR)	Denver, CO	United Airlines	5	5	5	4
	Chicago, IL	United Airlines	-	-	-	1
	Minneapolis/St. Paul, MN	Northwest Airlines	1	2	1	1
	Salt Lake City, UT	Delta Air Lines	4	5	4	3
CPR Total			**10**	**12**	**10**	**9**
Cheyenne (CYS)	Denver, CO	Great Lakes Airlines	6	7	6	7
CYS Total			**6**	**7**	**6**	**7**
Cody (COD)	Denver, CO	United Airlines	1	2	1	2
	Salt Lake City, UT	Delta Air Lines	2	3	2	2
COD Total			**3**	**5**	**3**	**4**
Gillette (GCC)	Denver, CO	Great Lakes Airlines	4	5	5	3
	Denver, CO	United Airlines	-	-	-	3
	Salt Lake City, UT	Delta Air Lines				2
GCC Total			**4**	**5**	**5**	**8**
Jackson (JAC)	Atlanta, GA	Delta Air Lines	0.3	0.5	0.4	0.8
	Boise, ID	Big Sky Airlines	1	-	-	-
	Chicago-O'Hare, IL	American Airlines	1	0.2	1	0.3
	Chicago-O'Hare, IL	United Airlines	-	1	1	1
	Dallas/Fort Worth, TX	American Airlines	1	1	1	1
	Denver, CO	Frontier Airlines	-	0.1	-	3
	Denver, CO	United Airlines	3	6	2	6
	Los Angeles, CA	United Airlines	-	-	0.1	-
	Minneapolis/St. Paul, MN	Northwest Airlines	-	1	-	1
	Salt Lake City, UT	Delta Air Lines	4	4	4	5
	Washington, DC	United Airlines	-	-	-	1
JAC Total			**10**	**13**	**9**	**19**
Laramie (LAR)	Denver, CO	Great Lakes Airlines	3	3	3	3
LAR Total			**3**	**3**	**3**	**3**
Riverton (RIW)	Denver, CO	Great Lakes Airlines	3	3	4	4
RIW Total			**3**	**3**	**4**	**4**
Rock Springs (RKS)	Denver, CO	Great Lakes Airlines	4	5	4	3
	Denver, CO	United Airlines	-	-	-	2
	Salt Lake City, UT	Delta Air Lines				2
RKS Total			**4**	**5**	**4**	**7**
Sheridan (SHR)	Billings, MT	Big Sky Airlines	1	1	-	-
	Denver, CO	Big Sky Airlines	3	3	-	-
	Denver, CO	Great Lakes Airlines	-	3	3	4
SHR Total			**4**	**7**	**3**	**4**
Worland (WOR)	Denver, CO	Great Lakes Airlines	1	2	2	2
WOR Total			**1**	**2**	**2**	**2**
Grand Total			**48**	**62**	**49**	**67**

Source: US DOT T100 and Official Airline Guide, August 2008

8.4.5 Other Factors Impacting the Structure of Service

Wyoming Commercial Service Airports function within the mountain state region and the national transportation system. Southwest's expansion at Denver, reliance on subsidies from the EAS Program and on-going turmoil within the domestic airline industry all contribute in important ways to the character of Wyoming air service and retention of passengers at local airports. These factors are described briefly in the following sections.

8.4.5.1 Southwest Expansion at Denver

Southwest Airlines has been steadily expanding its service at Denver. In January, 2006, Southwest began service at Denver with four daily nonstop flights to Chicago Midway, four to Phoenix and five to Las Vegas. In March of the same year, Southwest added four flights to Salt Lake City, one to Baltimore, an additional flight to Phoenix and one to Las Vegas for a total of 20 daily nonstop flights. By April of the following year, Southwest added nonstop service to Nashville, Houston, Kansas City and Orlando for a total of 34 daily departures. In 2008, nonstop markets served went from 9 to 17. By April, 2009, Southwest almost doubled the number of nonstop cities it served out of Denver to 32 with 111 daily departures. By even Southwest standards, its expansion at Denver is moving quickly.

In the markets it serves, Southwest has begun to set price. Unfortunately for Wyoming passengers, Southwest does not have domestic code-sharing partners. This places Wyoming connecting passengers at a price disadvantage and increases the challenge for airports to retain passengers at local airports.

8.4.5.2 Essential Air Service

All of Wyoming's airports with the exception of Gillette are designated as EAS communities. The EAS program was originally part of the Airline Deregulation Act of 1978. It was designed to assist small and medium-sized communities that have struggled to obtain and retain commercial air service. The U.S. Department of Transportation (DOT) determines a minimum level of service for each EAS eligible community that must be provided to a hub airport, typically two daily roundtrips, six days per week. Airlines bid for EAS contracts and the DOT will pay a subsidy to the carrier to ensure that the minimum level of service is provided. The EAS program has become more restrictive with respect to the eligibility of communities and the amount of subsidy available. Nationally, 405 communities were subsidized in 1980; in 2007, 145 communities were subsidized. Within the recent past, a number of Wyoming communities including Rock Springs and Riverton participated in the EAS program. Today Worland and Laramie are the two remaining airports in the state currently receiving subsidized EAS service.

8.4.5.3 Aircraft Fleet

Jackson and Casper offer a combination of jet, regional jet and turboprop service. Some regional jet service is offered at Cody. Turboprop service remains the mainstay of air service to Wyoming's smaller airports. Beechcraft 1900D, Embraer Brasilia or Dash 8 aircraft are the most frequent aircraft flown. This equipment has a few limitations. First, preference for jet aircraft results in some passengers driving to alternate airports. Second, passengers with large luggage items may not have the option of using local service as the aircraft can be weight and

space restricted. Third and most important, small aircraft have higher costs per available seat and typically fewer discounted fares are allocated to these flights.

The turboprop aircraft in Wyoming service are also aging. In other states, airlines are beginning to replace Dash 8 aircraft, Beech 1900's and Brasilia's. The Canadair Regional Jet CRJ100 and CRJ200 (50 passenger aircraft) are also moving out of the U.S. fleet mix in favor of larger regional jets that are more fuel and cost efficient to operate. Many small Wyoming air service markets are 'right-sized' for the older and smaller aircraft. It is not known how long these aging aircraft will continue to serve the state and what aircraft will replace them.

One newer aircraft is serving Jackson. Lynx Aviation is operating the Bombardier Q400 aircraft between Denver and Jackson. The Q400 is the most technologically advanced turboprop aircraft currently operating in the United States. It seats 68 to 78 passengers, climbs quickly and thus is suitable for shorter runways or high altitude environments.

8.4.5.4 Conditions in the Airline Industry

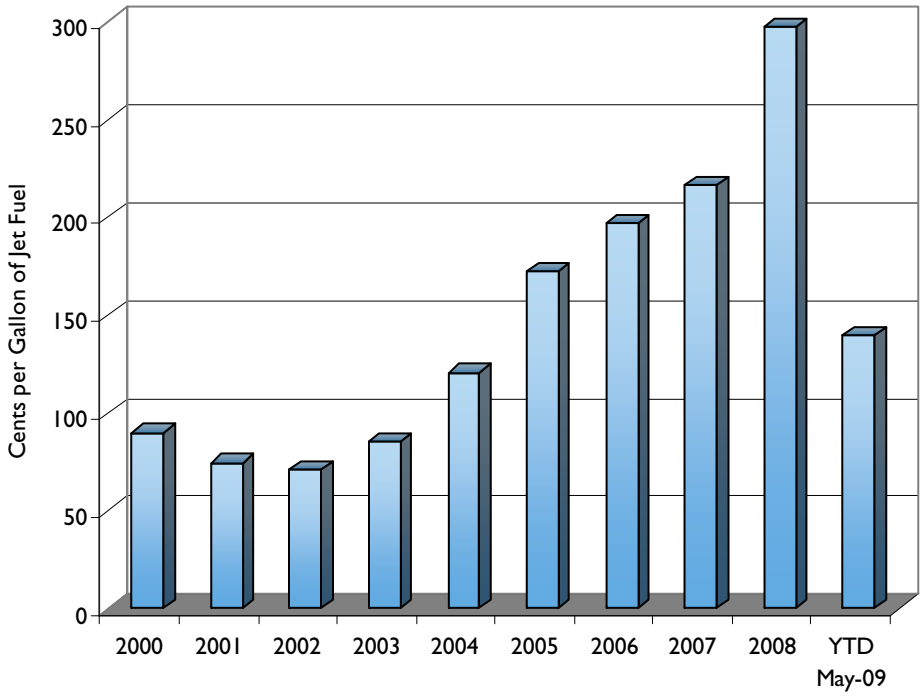
Wyoming air service is also inextricably entwined with changes within the U.S. domestic aviation industry. This section provides a snapshot of recent changes in the industry that influence air service in Wyoming.

8.4.5.4.1 Fuel Cost and Passenger Yields

In the thirty years since airline deregulation there has hardly been a period of relative calm and prosperity with the aviation industry. Today is no exception. The two largest operating costs for an airline are fuel and labor. According to the Air Transport Association, in the first quarter of 2008 fuel cost represented 29.4% of total operational costs; labor, 21.4%. The airlines have gone to great lengths to control labor costs with mixed results. Fuel has proven to be a wildcard as it is an outside cost that the airlines cannot control. **Chart 8-2** shows how the price of jet fuel accelerated from 2003 until 2008. In the first five months of 2009, jet fuel prices dropped by more than 50%.

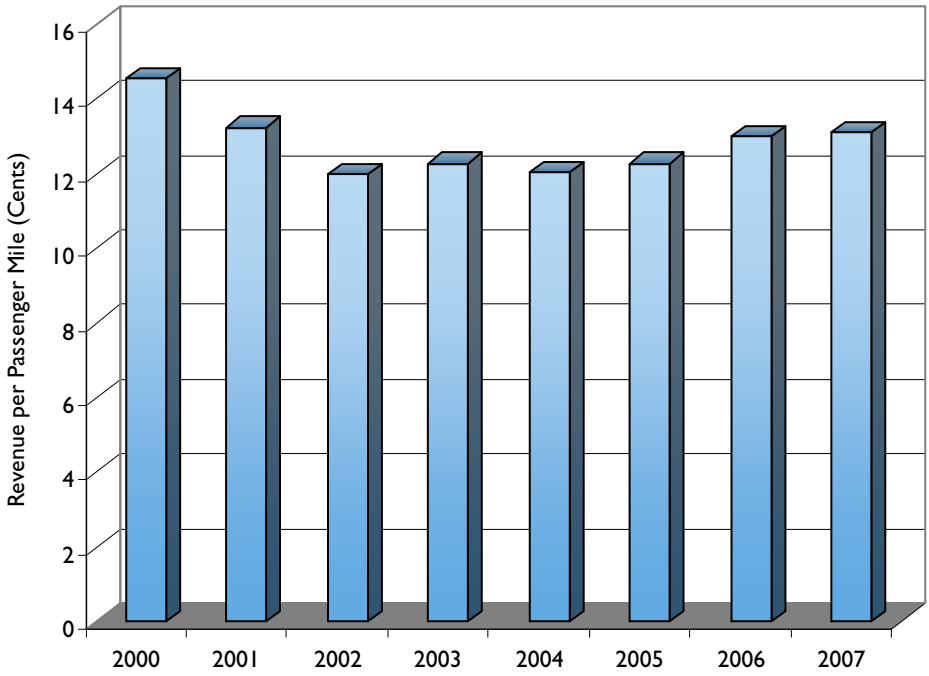
Given competition and excess capacity, the airlines, have become more agile in adjusting capacity to demand. However the large presence of low cost carriers has made adjustments in air fares much more difficult. As **Chart 8-3** shows, from 2000 through 2008 revenues per passenger mile (i.e. passenger yields) increased only slightly. When in 2008, the cost of jet fuel spiked by 50%, the domestic airline industry instead responded with more bankruptcies, new proposed mergers and reductions in capacity. Carriers also began to levy a variety of fees for checked baggage, food, and seats with extra legroom.

Chart 8-2
Cost of Jet Fuel, 2000-2009



Source: Air Transport Association

Chart 8-3
Passenger Yields, 2000-2008



Source: US DOT via Air Transport Association

Volatility in fuel prices and the deepest recession in post-war history have translated into dramatic changes within the airline industry:

- In the first six months of 2008, ten airlines ceased operation.
- In April 2008, Frontier Airlines declared bankruptcy and was acquired by Republic Airways Holdings Inc.
- The price of a barrel of oil went from $68 to more than $140 in July 2008 and 12 months later, the price had fallen to the low $60's per barrel.
- Airlines have implemented new fees for services and baggage that are not subject to federal ticket excise taxes.
- Domestic carriers grounded as many as 500 aircraft and by the end of the summer 2008 and cut upwards of 3,000 daily departures.
- Northwest and Delta Air Lines merged. Continental broke from the Sky Team airline alliance (Delta) and joined the Star Alliance (United Airlines et al.)
- American Airlines downsized and announced a cut of nearly 7,000 jobs by the end of 2008, retirement of MD 80 and Embraer 135 aircraft, and elimination of many flights.
- Regional carriers stepped up use of multi-stop itineraries to serve small cities such as those in Wyoming.

It is widely expected that the future will result in more consolidation of capacity either through mergers or downsizing of capacity and higher air fares. Since Wyoming is an integral part of the U.S. domestic system of air service, the state will be impacted by what is going on elsewhere in the country and particularly, the network carriers that operate within the state and at Denver and Salt Lake City.

8.4.5.4.2 Airline Mergers and Acquisitions

The merger between Delta and Northwest will result in consolidation of hubs, routes and service. Delta operates a large regional hub at Salt Lake City. However, the proposed merger will leave the combined airline with hubs for Delta at Atlanta, New York-JFK, Salt Lake and Cincinnati and for Northwest at Minneapolis-St. Paul, Detroit and Memphis. Conventional wisdom suggests that dominance at a hub provides an airline with the best profit margins. Northwest Airlines has a 67% share of passengers at MSP, an approximate 60% share in Detroit and 49% in Memphis. Delta has a 93% market share at Cincinnati. A merged Northwest and Delta may result in consolidation of international gateways and the closing or further downsizing of smaller hubs that overlap, possibly Memphis and Cincinnati. For Wyoming, it is likely that both Salt Lake City and Minneapolis-St. Paul will remain in the merged carrier's hub system. That said, as part of the consolidation process, Delta will scrutinize all of its routes including Wyoming's service to Salt Lake, Minneapolis-St. Paul, and Atlanta.

Another change in ownership will also impact Wyoming. In June, 2009 Republic Airways announced its plan to acquire Frontier Airlines (and Midwest Airlines). Few changes are immediately anticipated, however, Republic is based in Indianapolis and it is not known how Frontier Airlines' hub in Denver and service at Salt Lake City will evolve under the potential acquisition.

8.5 Factors that Influence Demand for Air Service

Most small airports located within a two hour drive to a larger airport experience some loss of passengers to the larger airport. This is typically referred to as passenger leakage or passenger diversion. The percentage of passengers that use the local airport is referred to as the local passenger retention rate. The variables that influence the retention rate include:

- quality and convenience of the local air service,
- cost of this service, and the
- drive time to a larger airport with more air service options and lower fares.

Opportunities for air service improvements can arise with improving retention rates.

8.5.1 Air Service Development Cycle

It is important to think about service development as incremental. Increasing retention rates helps to build traffic, which in turn makes the market more attractive and leads to new service. The cycle shown in **Figure 8-2** describes how the process works.

Figure 8-2 – Air Service Development Cycle

Source: Oliver Wyman and KRAMER aerotek, inc, March 2009

By using the air service at the local airport, residents are helping to build better air service in the future. By not using the local air service, they are doing just the opposite – contributing to a decline in air service as fewer passengers mean that the airlines provide fewer flights, which in turn makes the local airport even less attractive to local travelers.

One of the obstacles faced by Wyoming airports is the problem of higher airfares and fare restrictions. Smaller aircraft are more expensive to operate per passenger mile. For these reasons, there is a higher cost of providing service to smaller airports, which is often reflected in higher airfares versus nearby larger airports.

Wyoming airports also experience fare restrictions not always present at larger airports such as excessively high one way fares or requirements for Saturday night layovers to obtain a discounted fare. These fare policies can discourage even business travelers from using the local Wyoming airport. Unfortunately, fares must be continuously monitored as a single airline can make in excess of one million fare changes per day.

8.5.2 Wyoming Passenger Retention Rates

For most airports, a consistent time series for retention rates is difficult to obtain. Previously, many airports and state governments sponsored travel agent ticket surveys to obtain information about the airport preferences of local passengers. However, with the advent of on-line booking, travel agent ticket surveys have become less reliable as a broad spectrum indicator. To address this issue more comprehensively, Aeronautics has acquired and is processing monthly airline booking data for passengers whose address falls within zip codes of defined service areas for the Wyoming Commercial Service Airports. This is a large and statistically significant sample of local passengers.

The time series tracks a number of factors including origin airport, number of tickets sold and fares. With this data, it is possible to calculate retention rates for eight of Wyoming's Commercial Service Airports. Data for Laramie and Rock Springs are not currently available. The series is available starting in 2006 and three full years of data are now available and illuminate which airports local passengers use as well as the number of tickets sold, revenue and average fares by origin airport. This information is extremely valuable as it reveals airport preferences and average fare differentials.

Table 8-8 identifies Wyoming cities with Commercial Service Airports, the nearest larger airport and drive times to these alternate airports. A quick scan of the table shows that alternate airports are a minimum of 100 miles away and for most cities much farther. With the exception of Cheyenne, where the travel time to Denver is just over 90 minutes, travel time to all other alternate airports is well in excess of 90 minutes. Alternate airports are also located in other states.

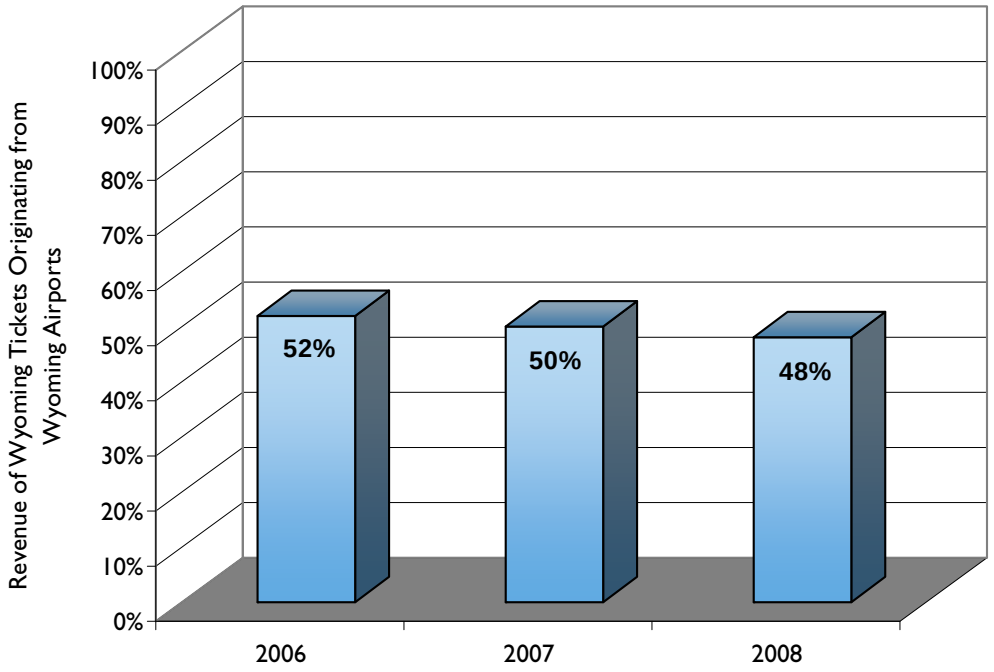
Table 8-8
Drive Times to Larger Airports

Associated City	Nearest Larger Airport	Driving Distance (miles)	Travel Time	Closest Larger Wyoming Airport
Jackson	Salt Lake City	315	5 hrs. 17 min.	NA
Casper	Rapid City	267	4 hrs. 40 min.	NA
Riverton	Billings	255	4 hrs. 49 min.	Casper - 118 miles
Sheridan	Billings	135	2 hrs. 3 min.	Gillette - 105 miles
Gillette	Rapid City	157	2 hrs. 24 min.	Casper - 190 miles
Worland	Billings	166	3 hrs. 12 min	Riverton - 93 miles or Casper-156 miles
Cody	Billings	120	2 hrs. 19 min.	NA
Laramie	Denver	156	2 hrs. 16 min	Cheyenne - 56 miles
Rock Springs	Salt Lake City	198	2 hrs. 55 min.	NA
Cheyenne	Denver	108	1 hr. 38 min.	NA

Source: Report to Wyoming Business Council, Enhancing Airline Service in the State of Wyoming, 2003

Chart 8-4 and Table 8-9 show the percent of Wyoming tickets that indicate passengers are originating trips at the airport nearest their home or another Wyoming airport. In 2008 statewide retention rates were approximately 48%. This is a decline from 52% in 2006 and 50% in 2007. After Wyoming airports, Denver, Billings and Salt Lake City capture the next highest percentage of Wyoming passengers.

Chart 8-4
Wyoming Passenger Retention, 2006-2008 Percent of Wyoming Tickets Originating from Wyoming Airports



Source: WYDOT Aeronautics, Sabre MIDT data

Table 8-9
Statewide Retention and Diversion Rates, 2006-2008

	2006	2007	2008
Statewide Capture Rates			
Nearest Wyoming Airport	46%	44%	43%
Other Wyoming Airports	6%	6%	5%
Total Wyoming Capture Rates	52%	50%	48%
Out of State Capture Rates			
Denver	28%	29%	30%
Billings	5%	5%	5%
Salt Lake City	2%	3%	2%
Other Out of State Airports	13%	13%	15%
Total All Airports	100%	100%	100%

Source: WYDOT Aeronautics, Sabre MIDT data and Diio (APGdat)

Table 8-10 tracks individual airport retention rates for the three years 2006-2008 and identifies the alternate airports that have captured the largest percent of diverted passengers. Closer inspection of the time series at individual airports indicates that Denver is attracting an increasingly larger percentage of Wyoming passengers. In 2006, Southwest Airlines began service at Denver. Some increased diversion to Denver has undoubtedly occurred because of the added Southwest service and because the additional competition at Denver has lowered fares at the airport.

Table 8-10
Retention Rates, 2006-2008

Associated City	Local Capture			Largest Alternate Airports			Name
	2006	2007	2008	2006	2007	2008	
Casper	51%	45%	40%	23%	23%	26%	Denver
Cheyenne	14%	14%	13%	72%	72%	73%	Denver
Cody	54%	48%	38%	28%	29%	33%	Billings
Gillette	41%	47%	49%	22%	22%	19%	Denver
				16%	13%	14%	Rapid City
Jackson	86%	78%	81%	6%	11%	6%	Salt Lake City
				4%	8%	10%	Denver
Riverton	42%	40%	47%	18%	18%	12%	Casper
				17%	17%	17%	Denver
Sheridan	30%	42%	35%	35%	26%	28%	Billings
				17%	14%	19%	Denver
Worland	22%	27%	24%	26%	25%	24%	Billings
				12%	10%	12%	Cody
				11%	11%	16%	Denver
Statewide	46%	44%	43%	28%	29%	30%	Denver
				6%	6%	5%	Other WY Airports
				5%	5%	5%	Billings
				2%	3%	2%	Salt Lake City

Source: WYDOT Aeronautics, Sabre MIDT data and Diio (APGdat)

Table 8-11 focuses in more detail on 2008 local passenger retention (and diversion) rates. The data suggests the following observation about retention rates and diversion to other airports:

- The closest larger airport is not always the next airport of choice. For Casper, Rapid City is slightly closer than Denver, yet diversion to Denver is the largest block of alternate airport tickets sold. The same is true for Gillette which is much closer to Rapid City and yet Denver attracts a higher number of passengers.
- For Worland which has limited one-stop service through Laramie, there is a high rate of passenger diversion, but that diversion is spread across six different airports.
- Jackson has excellent retention rates, however the base of local originations are relatively small compared with the number of passengers originating elsewhere and visiting Jackson. As a destination market, Jackson has excellent nonstop service, especially for a community its size.

Table 8-11
Detail of Retention Rates, 2008

Associated City	2008 Ticket Sample Size	Local Retention	Competing Alternate Airports						Total
Casper	9,258	40% Casper	26% Denver	5% Riverton	3% Gillette	1% Billings	0% Cheyenne	25% Other	100%
Cheyenne	6,492	13% Cheyenne	73% Denver	1% Laramie	2% Casper	11% Other			100%
Cody	1,517	38% Cody	33% Billings	13% Denver	6% Salt Lake City	10% Other			100%
Gillette	2,670	49% Gillette	19% Denver	14% Rapid City	4% Billings	3% Casper	1% Sheridan	10% Other	100%
Jackson	2,709	81% Jackson	10% Denver	6% Salt Lake City	1% Idaho Falls	1% Bozeman	1% Other		100%
Riverton	2,322	47% Riverton	12% Casper	17% Denver	9% Salt Lake City	4% Jackson	3% Billings	9% Other	100%
Sheridan	2,448	35% Sheridan	28% Billings	19% Denver	4% Casper	1% Gillette	13% Other		100%
Worland	1,361	24% Worland	24% Billings	16% Denver	12% Cody	6% Riverton	4% Casper	14% Other	100%
Statewide	28,678	43% WY Airports	5% Other WY Airport	30% Denver	2% Salt Lake City	5% Billings	2% Rapid City	13% Other	100%

Source: WYDOT Aeronautics from Sabre MIDT data and Diio (APGdat)

8.5.3 Estimate of Market Potential

With estimates of airport retention rates, **Table 8-12** shows estimates of potential enplanement levels if 100% retention could be achieved.[1] While 100% retention is unlikely, existing and potential enplanements bracket the possibilities for passenger retention. **Table 8-11** estimates that Wyoming generates in excess of one million enplaned passengers each year; however, Commercial Service Airports in Wyoming currently serve approximately half of these enplaned passengers.

Table 8-12
Enplanement Market Potential, 2008

Associated City	2008 Retention Rates	2008 Enplanements	2008 Enplanement Potential (100% Retention)
Jackson	81%	304,019	375,330
Casper	40%	73,048	182,620
Cheyenne	13%	14,823	114,020
Cody	38%	25,865	68,070
Gillette	49%	28,009	57,160
Sheridan	35%	17,654	50,440
Riverton	47%	16,837	35,820
Worland	24%	3,002	12,510
Laramie*	27%	9,518	NA
Rock Springs*	35%	24,585	NA
Wyoming Total	**48%**	**517,360**	**1,068,720**
Note: *Sabre's MIDT database is not reporting Laramie and Rock Springs tickets sold by zip code			

Source: WYDOT Aeronautics

To determine a reasonable expectation for enplanements at Wyoming airports going forward, it is important to look at several key trends that may affect the demand for air service and its use. The next several sections include discussion of:

- Enplanement trends.
- Socio-economic trends (population, income, employment).
- The importance of economic activity such as seasonal service to Wyoming destinations and growth in renewable and non-renewable energy industries.
- Travel patterns to major destinations.
- Changes in levels of service.
- Average fares.

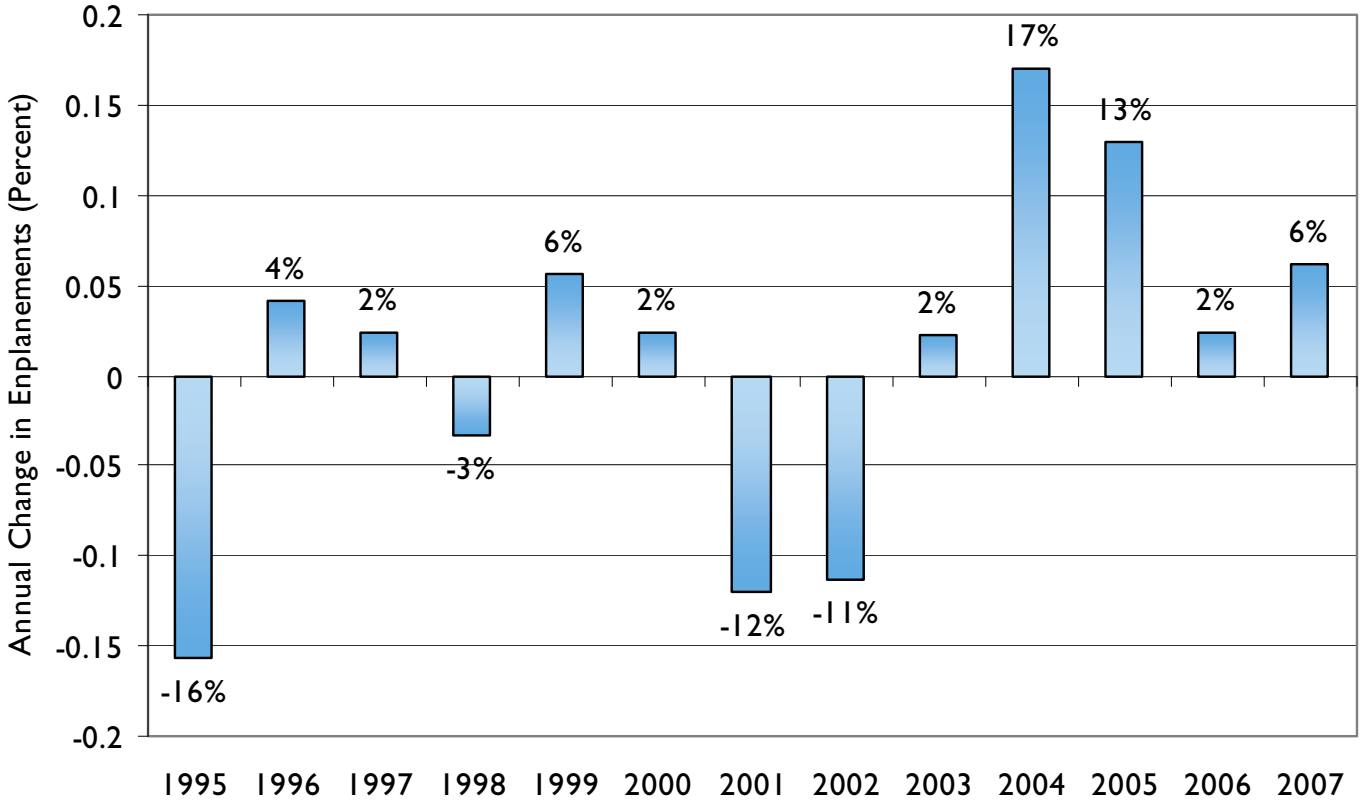
[1] Actual 2008 enplanements were divided by capture rates to estimate the total potential number of enplanements.

8.5.4 Enplanement Trends

Prior to enactment and implementation of the Air Service Enhancement Program, Wyoming air service had fluctuated up and down with an overall decline. Following the tragic events of September 11, 2001, air passenger activity declined in Wyoming in 2001 and 2002 by 14 and 8 percent respectively and began a slight recovery in 2003. The Air Service Enhancement Program instituted its first revenue guarantees in 2004 at Cody, Casper, and Jackson. Improved service and higher retention rates resulted in an increase in enplanements of 6% at Wyoming airports and 17% if Jackson is excluded. **Chart 8-5** shows the annual change in enplanements for all airports excluding Jackson. **Chart 8-6** combines enplanement growth at Jackson with enplanement growth at the other Wyoming airports. **Table C-1** in **Appendix C** details how enplanements have changed at individual airports. Several points are noteworthy including:

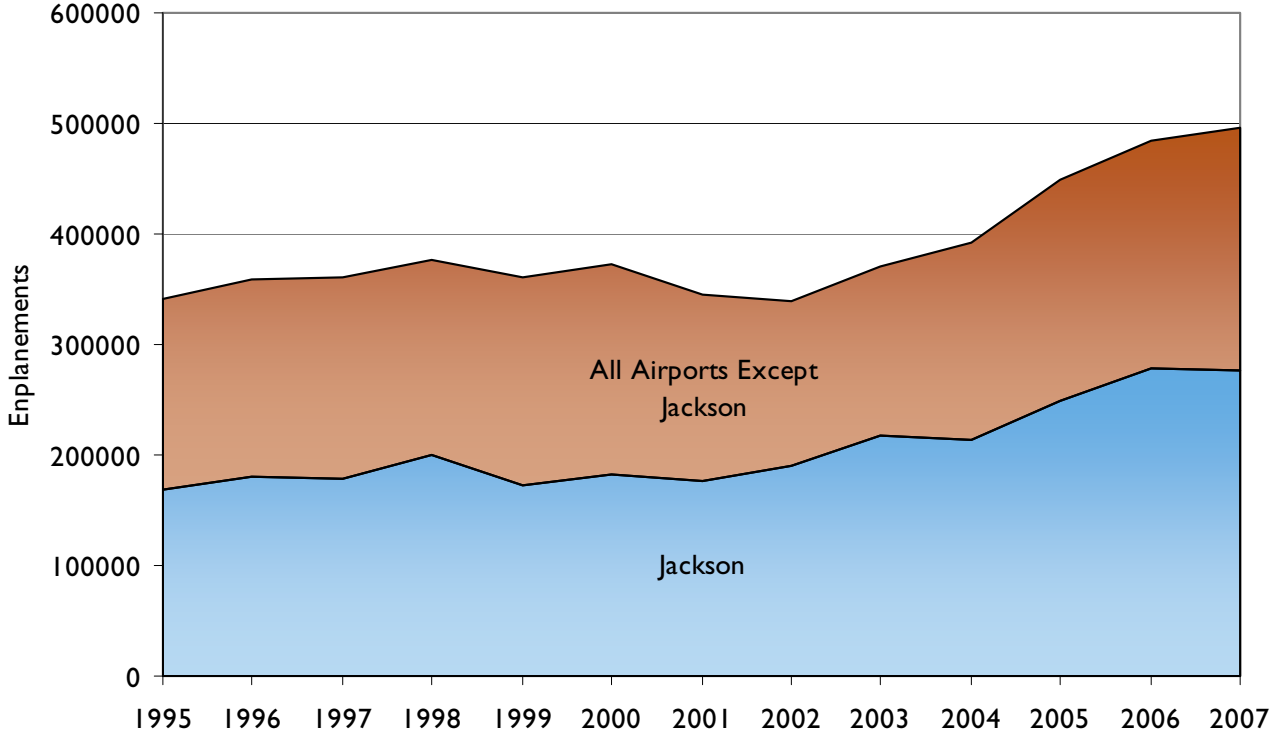
- Wyoming passenger activity is not only determined by demand for air service but also by the amount and type of air service offered at hub airports. When Continental discontinued its hub and spoke operations out of Denver, Wyoming service was also cut and consequently, enplanements dropped by 24% in 1994 and 1995.
- Aviation activity is also influenced by national events as airports experienced the negative impacts of the tragic events of September 11, 2001.
- Passenger enplanements increased following the introduction of additional service in 2004 with the first revenue guarantees jointly funded by the communities and the Air Service Enhancement Program.
- Increases in passenger activity at Gillette, Rock Springs, and Sheridan in 2006 and 2007 have contributed extensively to the overall increase in Wyoming passengers. These increases are largely because of the energy boom in the state, beginning in 2006. Gillette, Rock Springs and Sheridan each support extensive mining activity.

Chart 8-5
Percent Annual Change in Enplanements (Excluding Jackson), 1995-2007



Source: WYDOT Aeronautics

Chart 8-6
Passenger Enplanement Trends, 1995-2007



Source: WYDOT Aeronautics

8.5.5 Socio-Economic Trends

Retention of local passengers is determined by the quality and price of local air service and alternate options for air service at competing airports. However, the underlying demand for air service is directly related to the population base, local economic activity, and personal income in the region. This section examines statewide socio-economic trends. **Appendix D** provides population, employment and personal income data for each county where the Commercial Service Airports are located.

8.5.5.1 Overview

Increases in passenger enplanements have coincided with strong growth in employment within the state. From 2005-2007, Wyoming experienced one of the highest rates of job growth in the country. A high point was marked in 2006 with job growth decelerating somewhat in 2007 and at a faster rate in 2008. Even with a lower growth rate, average non-farm wage and salary jobs grew by $10,800 in 2007 and there are indications that the direct impacts of mining production resulted in additional job formation in other sectors of the economy. Unemployment during 2007 was the lowest since 1979 and averaged 3%. Most of the new jobs were in mining and construction. However, the expansion crossed over to other sectors of the economy (with the exception of the manufacturing and information sectors).

With the employment boom, Wyoming experienced significant and positive economic impacts in the state. This activity insulated Wyoming somewhat from the economic contraction that began in October 2008 in the rest of the nation. Prior to this contraction:

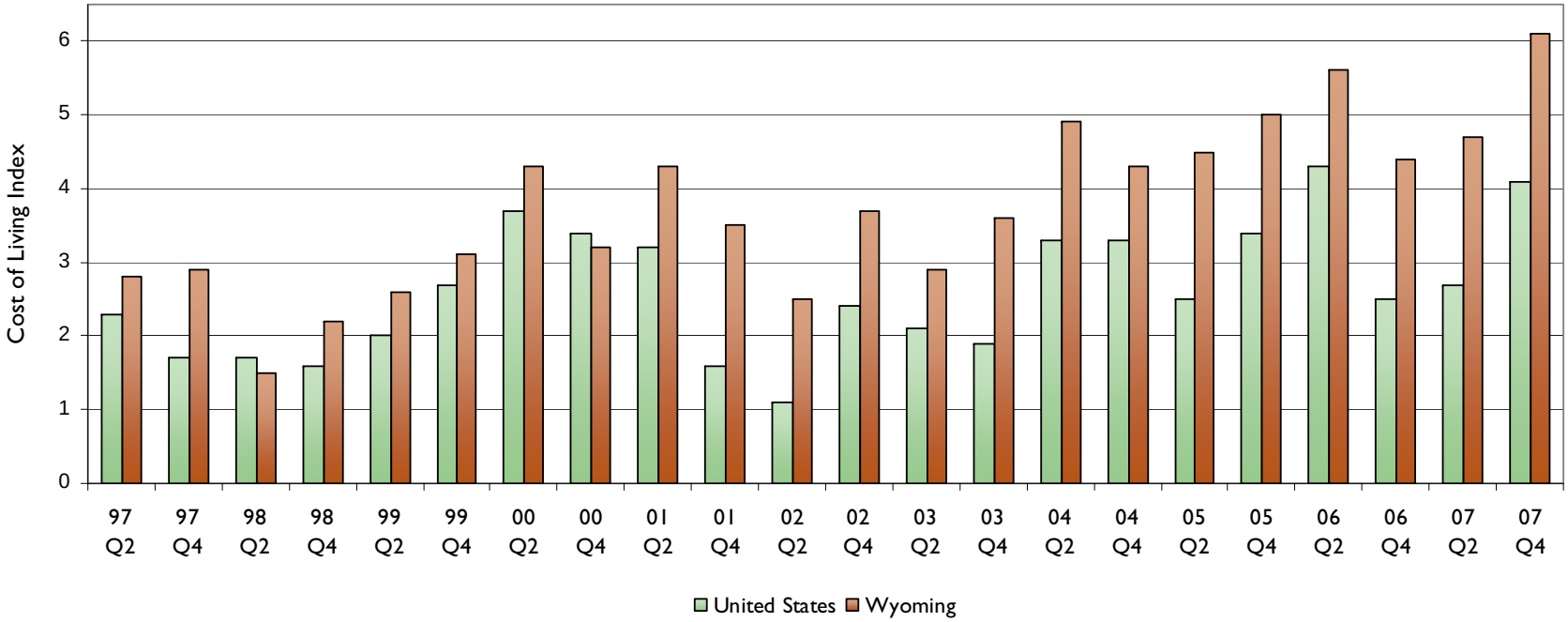
- Jobs in Wyoming were growing faster than the population.
- Personal income grew rapidly first because of the mining activity and then declined because increased grain prices raised production expenses for livestock growers.
- High demand for housing resulted in an 11.2% increase in the average home price.
- Food, real estate and transportation were the largest contributors to an inflation rate in Wyoming that in 2008 exceeded the average inflation rate in the U.S.

Chart 8-7 compares the inflation rates of the U.S. and Wyoming for the last ten years. In most years, the inflation rate in Wyoming has been higher; however, both the rate of inflation and the differences between the U.S. and Wyoming have been accelerating since 2003.

According to the Wyoming Economic Analysis Division, Wyoming's economy is highly concentrated. Mineral income makes up two-thirds of the state's total revenue. Wyoming has the third largest natural gas reserves, representing 10% of the total U.S. reserves. Wyoming is first in coal production, representing 38% of the U.S. total and seventh in oil production, contributing 3% of the U.S. total. High dependence on mineral production for employment, income and state revenues makes Wyoming vulnerable to a downturn in the energy sector; [1] however, in this economic recession, Wyoming maintained jobs better than many other states.

[1] Wyoming Economic Analysis Division, Wyoming Economic Insight and Outlook, April, 2008.

Chart 8-7
Biannual Inflation Rates, Wyoming and U.S., 1997-2007



Source: Wyoming Department of Administration and Information, Economic Analysis Division

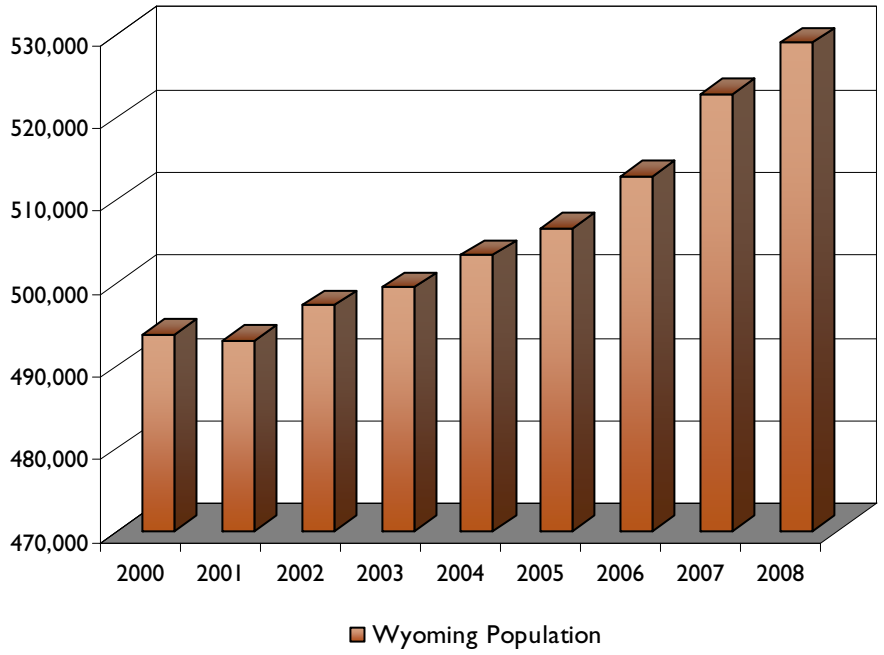
Initiation of the Air Service Enhancement Program coincided with the energy boom in Wyoming. Wyoming's Commercial Service Airports benefited from higher demand for air service, especially in the parts of the state where mineral production is concentrated. The application of revenue guarantees to attract new air service was the inducement for a much improved set of fundamentals for stronger air service.

While Wyoming has one of the lowest density populations in the U.S., its strong participation in the national energy economy necessitates close scrutiny of energy and financial trends in the U.S. and how these impact economic activity and demand for air service within the state. The Wyoming Economic Analysis Division watches the state's economy carefully. In the next several sections, basic trends in population, employment and personal income are highlighted.

8.5.5.2 Population

Population growth in the state is one indicator of demographic and economic change. In Wyoming, population grew by 1.1% in the period 2000 to 2003. However, since 2003, Wyoming's population has grown by 29.532 people or by 5.9%. In 2008, the state population was estimated at 528,900. The largest concentrations of growth have occurred around Gillette, Casper and Cheyenne. Some of this population growth is directly related to increases in oil and gas activity in the state. **Chart 8-8** shows the annual estimated change in population since the 2000 Census.

Chart 8-8
Estimated Wyoming Population, 2000-2008

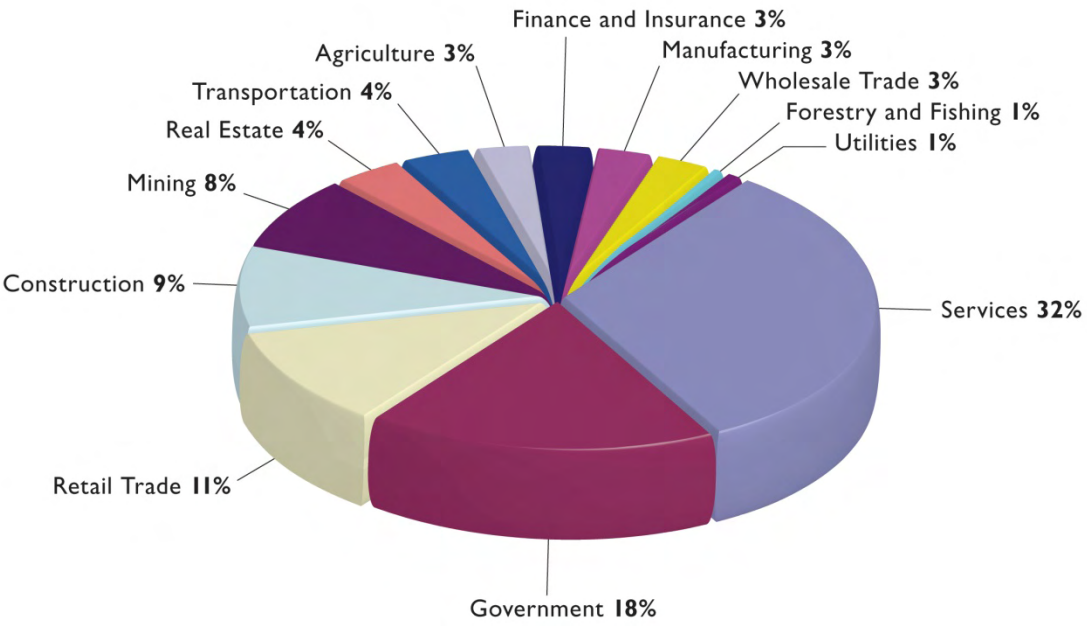


Source: Population Division, U.S. Census Bureau via Wyoming Department of Administration and Information, Division of Economic Analysis

8.5.5.3 Employment

Chart 8-9 shows the relative distribution of employment in the State of Wyoming. Services and government are the largest sectors of employment. When compared with the rest of the United States, Wyoming has more jobs in mining, construction, and government and relatively fewer jobs in manufacturing, retail and wholesale trade.

Chart 8-9
Wyoming Employment by Industry, 2006



Source: U.S. Bureau of Economic Analysis

In the last several years, Wyoming has experienced the largest absolute increases in employment in mining, construction and real estate. **Table 8-13** shows the changes in employment by industry. On a percentage increase basis, transportation, wholesale trade, education, professional/technical and management employment has grown in excess of 17% in the last three years. The total workforce of full-time and part-time jobs has increased by 37,065 or 11%. This is almost twice the rate of employment growth in the U.S. over the same period (6%).

Table 8-13
Full-Time and Part-Time Employment by Industry, 2003-2006

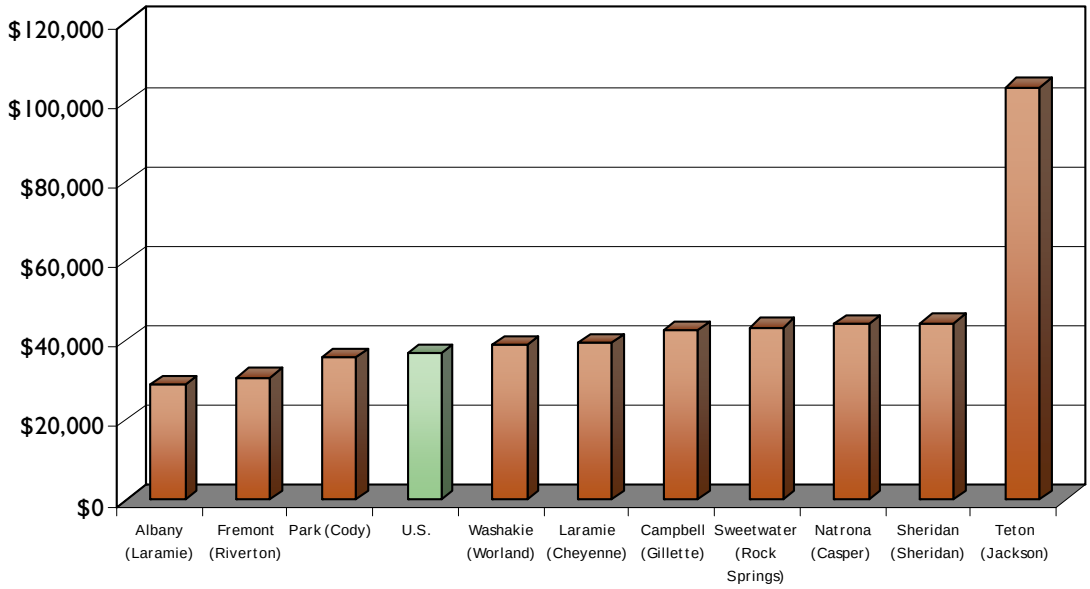
Industry	2003	2006	2003-2006 Growth	
			Number	Percent
Mining	21,390	29,359	7,969	37%
Construction	27,250	33,986	6,736	25%
Real Estate	11,329	15,219	3,890	34%
Other Services	17,767	20,363	2,596	15%
Professional and Technical	14,261	16,757	2,496	18%
Transportation and Warehousing	11,609	13,925	2,316	20%
Accommodation And Food	30,665	32,540	1,875	6%
Health Care and Social Assistance	25,120	26,714	1,594	6%
Retail Trade	39,517	41,074	1,557	4%
Wholesale Trade	7,827	9,338	1,511	19%
Government	67,154	68,521	1,367	2%
Manufacturing	10,742	11,791	1,049	10%
Finance and Insurance	11,098	11,858	760	7%
Education	2,639	3,117	478	18%
Arts, Entertainment, and Recreation	6,212	6,602	390	6%
Management	794	1,045	251	32%
Information and Communications	4,807	5,037	230	5%
Utilities	2,194	2,390	196	9%
Administrative and Waste Services	11,818	11,948	130	1%
Forestry and Fishing	2,820	2,695	-125	-4%
Agriculture	12,171	11,970	-201	-2%
Total Employment	**339,184**	**376,249**	**37,065**	**11%**

Source: U.S. Bureau of Economic Analysis

8.5.5.4 Per Capita Personal Income

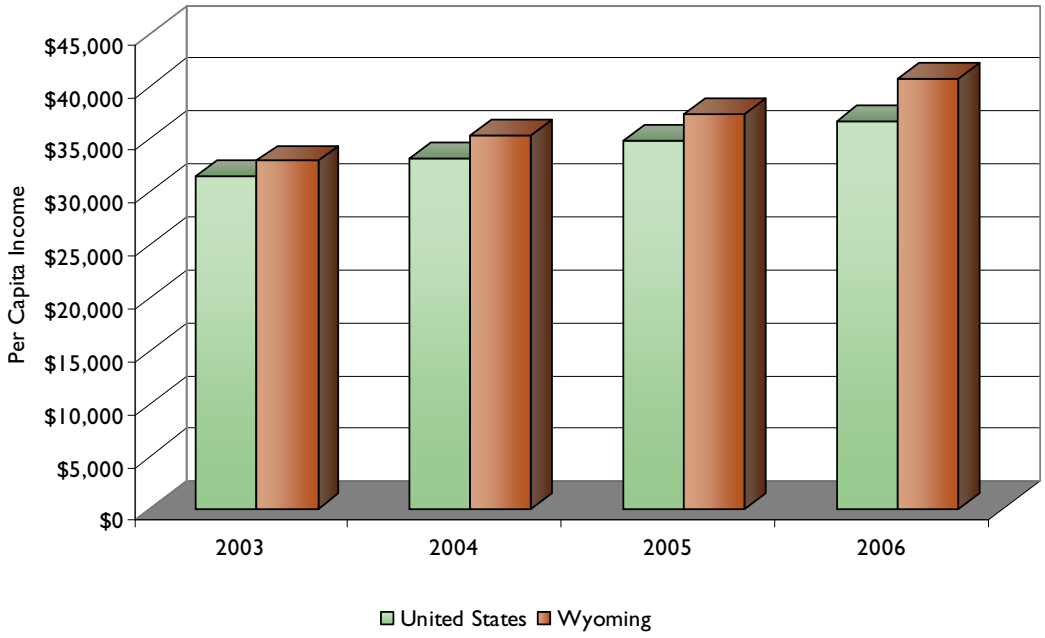
In the three years 2003-2006, Wyoming experienced a remarkable increase in per capita personal income. Nationally, per capita income grew 17% over the period while in Wyoming, it grew by 24%. With the exception of Albany County (Laramie), per capita income growth exceeded U.S. averages and was especially strong in Teton (Jackson), Campbell (Gillette), Sheridan and Sweetwater (Rock Springs) counties. **Chart 8-10** compares 2006 per capita personal income in each county that has a Commercial Service Airport. **Chart 8-11** compares Wyoming per capita personal growth with the national averages over the years 2003-2006.

Chart 8-10
Per Capita Personal Income in U.S. and Wyoming Counties



Source: U.S. Bureau of Economic Analysis

Chart 8-11
Per Capita Personal Income in U.S. and Wyoming, 2003-2006
(Current Dollars)



Source: U.S. Bureau of Economic Analysis

8.5.5.5 Implications of High Employment Growth

Table 8-14 compares the growth of population to the growth of employment. Population data for 2006 was used to make a comparison with employment data which at the time of this report was available up through 2006.

Table 8-14
Comparison of Wyoming Population and Employment Growth, 2003-2006

County	Associated City	2006 Benchmark		2003-2006 Growth	
		Population	Employment	Population	Employment
Albany	Laramie	32,497	20,894	28	448
Campbell	Gillette	38,480	30,362	2,400	5,265
Fremont	Riverton	36,829	23,304	1,019	1,768
Laramie	Cheyenne	85,783	60,584	1,445	4,301
Natrona	Casper	70,252	52,464	2,275	6,114
Park	Cody	26,723	19,940	759	1,241
Sheridan	Sheridan	27,482	19,688	501	2,086
Sweetwater	Rock Springs	38,017	29,811	1,431	4,962
Teton	Jackson	19,657	25,795	765	2,483
Washakie	Worland	7,687	5,614	-144	261
Wyoming Total		**512,757**	**376,249**	**13,389**	**37,065**

Source: U.S. Bureau of Economic Analysis and U.S. Census Bureau, Population Division

With energy exploration, production and transport activity intensifying in 2006, Wyoming has experienced a very high rate of job formation. In every county with a Commercial Service Airport, employment increased much faster than population. Since employment is a good indicator of economic activity, new jobs are also a likely contributor to the increased demand for air service experienced within the state during the same period. Wyoming at the time had a housing shortage which led to a large number of employees commuting to their jobs either by car or by air. The growth of jobs coupled with a significant increase in per capita income was contributing to higher passenger activity at certain Wyoming airports.

8.6 Market Characteristics and Fares

8.6.1 Load Factors

Higher than average demand for air transportation translated into more seats, larger aircraft and higher load factors. **Table 8-15** summarizes the statewide changes from 2003-2007. **Appendix E** shows the individual airport detail by year for each metric with the exception of enplanements (the enplanements metric is detailed in **Appendix C**). With the exceptions of Riverton and Worland, every other Wyoming Commercial Service Airport has experienced a substantial increase in capacity as measured by seats. In absolute numbers, Jackson, Sheridan and Casper have had the largest increases. Jackson is responsible for most of the changes in average aircraft size (seats/departure). Most of the other changes in aircraft types are attributable to a transition from exclusive Beechcraft 1900 service (19 seats) to a mix of Beechcraft 1900 and Brasilia (30 seats) service. This would be primarily fleet deployment changes by Great Lakes Airlines. Slightly increasing load factors are also a contributing factor.

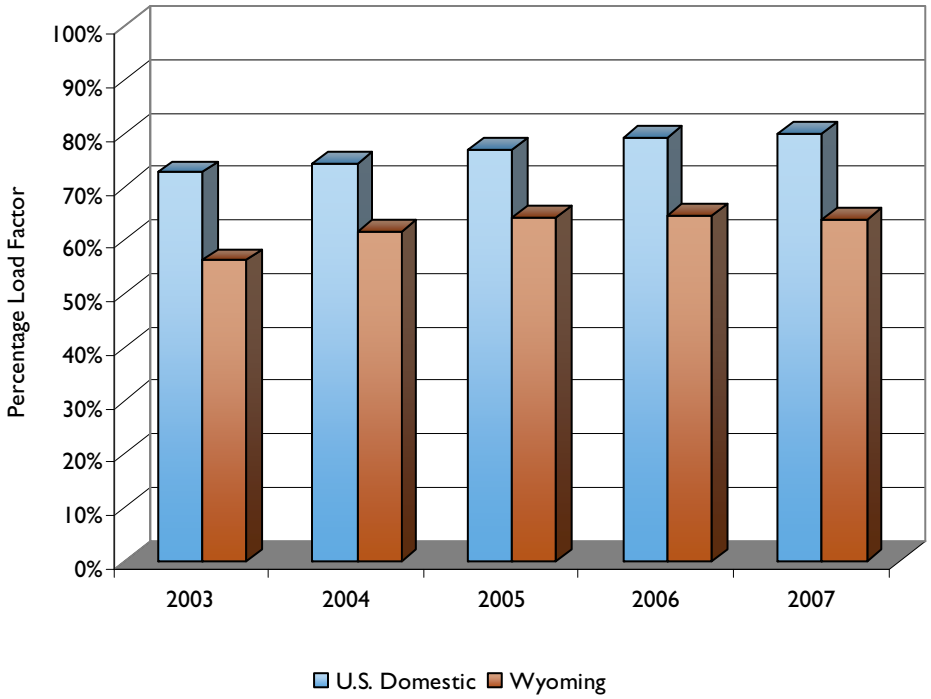
Table 8-15
Comparison of Wyoming Outbound Activity Metrics, 2003-2007

	2003	2004	2005	2006	2007	2003-2007 Change	
						Number	Percent
Seats	662,274	626,423	692,059	737,678	783,435	121,161	18%
Departures	19,071	18,431	18,520	17,786	19,596	525	3%
Seats/Departure	35	34	37	41	40	5	15%
Enplanements	369,758	392,207	449,470	483,497	495,739	125,981	34%
Load Factors	56%	62%	64 %	65%	64%	8%	14%

Source: US DOT (T100) Dynamic Table Report

Chart 8-12 compares Wyoming average load factors with U.S. average domestic load factors. Both Wyoming and U.S. domestic load factors are increasing. However the differences between Wyoming and U.S. load factors are large, between 13% and 16%. Carriers are focused on revenue rather than just load factors, so the differential here in Wyoming is explained by higher average fares, Essential Air Service subsidies, and revenue guarantees.

Chart 8-12
Comparison of Wyoming and U.S. Domestic Load Factors, 2003-2007



Source: US DOT (T100) Dynamic Table Report and Air Transport Association

8.6.2 Top Wyoming Destinations

In 2008, air passenger activity in Wyoming accounted for $215 million in ticket revenue. One third of this revenue was generated by travel to and from Jackson. **Tables 8-16** and **8-17** show Wyoming's top twenty markets with and without Jackson included. **Appendix F** shows top 25 Wyoming cities for each Commercial Service Airport in Wyoming and in addition Billings, Denver and Salt Lake City. Denver and Salt Lake City are among Wyoming's top markets, indicating that they are both important business centers for Wyoming. Also there may be a significant number of passengers flying to these hub airports and purchasing a separate ticket for destinations beyond Denver or Salt Lake City. It is noteworthy that when traffic to/from Jackson is excluded, New York, Chicago, and Atlanta drop down in the top 20 ranking.

Table 8-16
Top 20 Wyoming Markets - 2008 (Includes Jackson)

Rank	City	Passengers	Revenue	Average One-Way Fares
1	Denver	56,190	$10,715,912	$191
2	Salt Lake City	28,875	$4,772,796	$165
3	New York	22,898	$7,488,314	$327
4	Chicago	21,031	$5,013,128	$238
5	Dallas	18,696	$3,929,787	$210
6	Washington	17,489	$5,395,509	$309
7	Los Angeles	17,364	$4,515,410	$260
8	Atlanta	14,928	$4,048,801	$271
9	Houston	13,729	$4,126,848	$301
10	Minneapolis	12,184	$3,266,570	$268
11	San Francisco	11,718	$3,157,270	$269
12	Boston	9,463	$2,822,799	$298
13	Las Vegas	8,915	$1,931,297	$217
14	Phoenix	8,404	$1,918,896	$228
15	Philadelphia	7,867	$2,011,950	$256
16	Seattle	5,695	$1,461,224	$257
17	Detroit	5,467	$1,407,804	$258
18	Orlando	5,362	$1,397,739	$261
19	Portland	5,074	$1,396,910	$275
20	St Louis	5,011	$1,267,590	$253
	Top 20 Cities	296,360	$72,046,554	$243
	All Cities	793,769	$214,840,184	$271

Source: Sabre Airline Solutions, Airport Data Intelligence (ADI) via WYDOT Aeronautics

Table 8-17
Top 20 Wyoming Markets - 2008 (Excludes Jackson)

Rank	City	Total Passengers	Total Revenue	Average Fare
1	Denver	36,650	$7,063,384	$193
2	Salt Lake City	15,062	$3,020,057	$201
3	Houston	8,463	$2,757,428	$326
4	Los Angeles	8,237	$2,173,275	$264
5	Dallas	6,610	$1,871,961	$283
6	Las Vegas	6,528	$1,412,139	$216
7	Washington	5,970	$2,209,950	$370
8	Phoenix	5,675	$1,343,180	$237
9	Chicago	5,019	$1,412,379	$281
10	Minneapolis	4,784	$1,270,459	$266
11	San Francisco	4,309	$1,209,968	$281
12	New York	3,829	$1,409,329	$368
13	Portland	3,629	$1,055,440	$291
14	Seattle	3,366	$919,688	$273
15	Atlanta	3,084	$990,332	$321
16	Oklahoma City	2,808	$861,719	$307
17	Orlando	2,626	$770,376	$293
18	St Louis	2,601	$801,597	$308
19	London	2,485	$1,579,840	$636
20	Kansas City	2,466	$641,219	$260
	Top 20 Cities	134,201	$34,773,720	$259
	All Cities	534,197	$144,005,356	$270

Source: Sabre Airline Solutions, Airport Data Intelligence (ADI) via WYDOT Aeronautics

8.6.3 Competitiveness of Wyoming Fares

One component of the air service goal is air service at a competitive price. When an entire family travels, the difference in air fares between flying out of the local airport versus a more distant larger airport can be sizeable as the number of persons traveling increases. For example, a $100 differential in a roundtrip ticket per person translates into a $400 dollar premium for a family of four. Aeronautics has undertaken, as part of its Fly Wyoming Campaign, an initiative to educate the public on the true costs associated with driving to a larger airport such as Denver, Billings, Rapid City or Salt Lake City.

To examine trends in the cost of flying from Wyoming, average fares were analyzed extensively for each airport and for the top twenty Wyoming destinations. Individual average fare data is presented in **Appendix G**.

8.6.3.1 Average Fares at Wyoming Airports

Between 2003 and 2007, the average fare that a U.S. domestic passenger paid per mile increased from 13.2 cents to 14.5 cents or a 10.2% increase. Average fares at Wyoming Commercial Service Airports demonstrate no rational trend. Gillette changed little (3%), but continues to have one of the highest average fares in the state. Casper, Cody and Jackson average fares grew by 20%, 16%, and 12% respectively. Rock Springs and Riverton experienced virtually no change in average fares even though in 2003 service was EAS subsidized and in 2007, unsubsidized. For Laramie and Worland, who continue to receive EAS subsidy, average fares appear to have declined.[1] Average fares have also declined at Cheyenne and Sheridan. **Table 8-18** shows the changes.

Table 8-18
Wyoming Airport Average One-Way Fares* - 2003 and 2007

Associated City	Average One-Way Fare		2003-2007 Change	
	2003	2007	Fare Difference	Percent
Gillette	$291	$300	$9	3%
Rock Springs	$283	$289	$6	2%
Casper	$230	$276	$46	20%
Riverton	$271	$271	$0	0%
Cody	$218	$254	$36	16%
Cheyenne	$256	$240	-$16	-6%
Jackson	$203	$228	$25	12%
Laramie	$262	$223	-$39	-15%
Worland	$257	$215	-$42	-16%
Sheridan	$278	$193	-$85	-31%
Note: *Average one-way fares to final destinations				

Source: US DOT, O&D Database via Database Products/SH&E for 2003; Sabre Airline Solutions, Airport Data Intelligence (ADI) via WYDOT Aeronautics for 2007

To put Wyoming average fares in context, average one-way fares in 2007 for the larger airports just outside the state were: Denver - $197, Salt Lake City - $209 and, Billings - $220.

8.6.3.2 Average Fares at Competing Airports

Since Wyoming is retaining less than 50 percent of its originating passengers, it is important to examine in more detail, the air fare levels at competing airports. In addition to tracking retention rates, Aeronautics is also tracking monthly average fares paid by local passengers. **Table 8-19** presents the average one-way fares in 2008 paid by passengers originating at their local airport or beginning trips at alternate airports. Denver is clearly the lower fare provider in the region, although for northern Wyoming passengers, Billings is the preferred alternate airport.

[1] For Worland and Laramie it is most important to see how average fares in 2007 compare with other Wyoming cities because traffic is low at these airports and the probability of sampling errors is high and may distort year to year comparisons.

Table 8-19
Ticket Sample of One-Way Fares Paid by Local Wyoming Passengers

	2008 Tickets in Sample	Average Fare Paid All Tickets	Local Average Fare	Top Diversion Airport	Competing Airports				
Casper	9,258	$299	**$334** Casper	$225 Denver	$293 Riverton	$268 Gillette	$264 Billings	$272 Cheyenne	$324 Other
Cheyenne	6,492	$210	**$265** Cheyenne	$183 Denver	$263 Laramie	$307 Casper	$299 Others		
Cody	1,517	$299	**$311** Cody	$270 Billings	$315 Denver	$232 Salt Lake	$375 Other		
Gillette	2,670	$261	**$287** Gillette	$216 Denver	$234 Rapid City	$292 Casper	$217 Billings	$307 Sheridan	$264 Other
Jackson	2,709	$212	**$215** Jackson	$161 Denver	$215 Salt Lake City	$270 Idaho Falls	$268 Bozeman	$304 Other	
Riverton	2,322	$264	**$300** Riverton	$213 Denver	$292 Casper	$168 Salt Lake City	$222 Jackson	$255 Billings	$257 Other
Sheridan	2,448	$299	**$290** Sheridan	$326 Billings	$476 Casper	$214 Denver	$343 Gillette	$336 Other	
Worland	1,361	$282	**$238** Worland	$234 Billings	$260 Cody	$311 Casper	$257 Denver	$287 Riverton	$471 Others
Statewide	28,678	$255	**$271** Home Airport	$199 Denver	$291 Other WY Airports	$203 Salt Lake City	$280 Billings	$234 Rapid City	$318 Others

Source: WYDOT Aeronautics from Sabre MIDT data and Diio (APGdat)

Table 8-20 shows the average one-way fare differences between Wyoming airports and their top diversion airport. The average one-way fare difference appears to have no relationship to the driving miles between the two airports. Cheyenne is the closest to Denver and the average fare difference is $82. The difference for Gillette and Denver is $71 each way and the distance is 313 miles airport to airport. Given that there are actual miles flown by independent code-sharing airlines that serve Wyoming airports, an airfare of $70 to $85 each way does not seem unreasonable. **Table 8-20** suggests that Casper and Riverton average fares are on the high side.

Table 8-20
Average One-Way Fare Differences - Local vs. Top Diversion Airport

Airport	Local Average Fare	Top Diversion Airport	Average Fare Difference	Driving Miles Between Airports
Casper	$334 Casper	$225 Denver	**$109**	231
Cheyenne	$265 Cheyenne	$183 Denver	**$82**	90
Cody	$311 Cody	$270 Billings	**$41**	119
Gillette	$287 Gillette	$216 Denver	**$71**	313
Jackson	$215 Jackson	$161 Denver	**$54**	405
Riverton	$300 Riverton	$213 Denver	**$87**	295
Sheridan	$290 Sheridan	$326 Billings	**-$36**	135
Worland	$238 Worland	$234 Billings	**$4**	166
All WY Airports	$271 WY Airport	$199 Denver	**$72**	NA

Source: WYDOT Aeronautics from Sabre MIDT data and Diio (APGdat)

8.6.3.3 Average Fares at Peer Airports

To further investigate whether Wyoming air fares are reasonable and competitive, each Wyoming airport was compared with other similar airports on the basis of four variables:

1. Population
2. Distance to a major hub airport
3. Level of service as measured by weekly seats
4. Median income

In each category there were several candidate peer airports. Preference was given to airports located within the mountain state region. For Laramie and Worland, other EAS cities were selected for each variable. Lastly, weekly seats were also controlled for similar sized aircraft at peer airports.

The results of the comparison are shown in **Table 8-21.** The average one-way fares in this table are taken from the 10% sample of tickets processed in the U.S. DOT Origin and Destination Survey. This is a larger sample of tickets drawn from both local and arriving passengers, so average fares are different than reported in the previous two tables where only local passengers from specific zip codes were sampled.

On the basis of all four variables, Casper, Riverton, and Gillette experienced higher average fares in 2008 than all of their peers. Cody, Rock Springs, and Sheridan were higher than three of their peer airports. Cheyenne and Jackson fares were in the middle of their peers. Laramie and Worland had the lowest average fares of their peers.

A peer review is but one view of air fares as no two airports are exactly comparable. That said, the fact that six of Wyoming's Commercial Service Airports had higher fares than most of their peers suggests that air fares in these communities should be monitored frequently at least in the top individual markets.

Table 8-21
Comparison of Wyoming Average One-Way Fares to Peer Airports

Associated City	2008 Avg. Fare	Population Based Comparison	% Variance	Distance Based Comparison	% Variance	Weekly Seats Based Comparison	% Variance	Median Income Based Comparison	% Variance
Casper	$301	$290 Helena, MT	4%	$194 Grand Junction, CO	55%	$190 Yakima, WA	58%	$251 Great Falls, MT	20%
Cheyenne	$224	$275 Pocatello, ID	-18%	$162 Pueblo, CO	39%	$288 Butte, MT	-22%	$240 Idaho Falls, ID	-7%
Cody	$272	$292 Williston, ND	-7%	$210 Durango, CO	30%	$225 Twin Falls, ID	21%	$241 Hayden, CO	13%
Gillette	$333	$261 Montrose, CO	28%	$202 Rapid City, SD	65%	$192 Dubuque, IA	73%	$290 Helena, MT	15%
Jackson	$245	$305 Aspen, CO	-19%	$250 Bozeman, MT	-2%	$251 Winnipeg, Canada	-2%	$241 Hayden, CO	2%
Laramie	$176	$153 Dodge City, KS	15%	$211 Alamosa, CO	-17%	$199 Liberal, KS	-12%	$191 Cedar City, UT	-8%
Riverton	$244	$189 Garden City, KS	29%	$221 Kearney, NE	11%	$198 Crescent City, CA	23%	$210 Durango, CO	16%
Rock Springs	$304	$337 Aberdeen, SD	-10%	$194 Grand Junction, CO	57%	$225 Santa Maria, CA	35%	$179 Lewiston, ID	70%
Sheridan	$229	$198 Crescent City, CA	16%	$172 Grand Island, NE	33%	$182 Pierre, SD	26%	$261 Montrose, CO	-12%
Worland	$143	$126 McCook, NE	13%	$261 Vernal, UT	-45%	$199 Hays, KS	-28%	$161 Sidney, MT	-11%

Source: US DOT Origin and Destination Survey and the University of Wyoming

8.6.3.4 Available Data to Evaluate Fares

The air service goal of providing air access to the national transportation system at a competitive price will require on-going vigilance. Aeronautics is tracking weekly published air fares through the Airline Tariff Publishing Company (ATPCO) and from fare samples collected by QL2. These data reports can identify anomalies in pricing. **Table 8-22** shows a sample of published round-trip 'walk-up' fares available with no advance purchase required**.** These fares are typically the highest fares offered by the airlines. What is surprising about these fares is the variability. Cody, Casper and Jackson have much higher walk-up fares than other Wyoming airports. In the 7, 14 and 21 day advance purchase categories, the differences among Wyoming airports are much smaller.

Table 8-22
Round-trip Walk-up Sample Airfares

Market	Atlanta	Denver	Dallas	Los Angeles	Orlando
Cody	$1,244	$948	$950	$901	$1,211
Casper	$1,469	$1,088	$1,346	$1,192	$1,614
Cheyenne	$778	$432	$593	$603	$870
Gillette	$770	$662	$696	$683	$975
Jackson	$1,333	$1,329	$1,204	$1,325	$1,227
Laramie	$782	$428	$604	$626	$928
Riverton	$828	$612	$651	$671	$989
Rock Springs	$833	$624	$700	$697	$980
Sheridan	$841	$592	$675	$712	$956
Worland	$678	$588	$761	$671	$973
Average	**$956**	**$730**	**$818**	**$808**	**$1,072**

Source: ATPCO, February 2009

Airlines, through their yield management systems are constantly adjusting the quantity of tickets available for sale at a certain price. Consequently, published fares are not necessarily the price a passenger sees or pays when purchasing a ticket. Use of four data sources will provide the best comprehensive view to stay on top of fares:

1. Published tariffs through ATPCO are an excellent source to identify current anomalies in pricing.
2. Weekly fare samples provided by QL2 that identify fares walkup fares and 7, 14, 21 and 35 day advance purchase fares offered from each of Wyoming's ten commercial service airports to their respective top 20 destinations.
3. The ticket sample data presented for Wyoming passengers with zip codes within the service areas of local commercial airports will inform an airport about its current retention rate and average fares paid at the home airport and at other airports used by local passengers. It is possible with the Sabre Solutions MIDT data set to also track average fares paid at the individual market level.

4. The US DOT Origin and Destination (O&D) 10 percent sample is a broader spectrum sample of passengers that provides information about top travel destinations and average fares paid on individual routes. However, this data is available six to nine months after actual travel occurs. This sample is most useful to discern travel patterns, but it is published too late to influence airline fare policies.

8.7 Next Steps

8.7.1 Importance of Recent Air Service Gains

Wyoming was fortunate that the convergence of a substantial energy boom (increased prosperity and demand for air service) and an active Air Service Enhancement Program (revenue incentives and marketing) took Wyoming air service to new levels. **Table 8-23** recaps some of the following gains experienced since 2003.

- Wyoming enplanements grew by almost 126,000.
- Casper attracted Allegiant Air service to Las Vegas and for a short time, service to Chicago and Minneapolis-St. Paul.
- Gillette attracted service to a second hub (Salt Lake City) and increased service to Denver.
- Jackson increased capacity as the average size of aircraft grew from 71 seats in 2003 to 106 seats in 2007.
- Riverton added a frequency to Denver and discontinued its EAS subsidy.
- Rock Springs increased service to Denver, also discontinued its EAS subsidy, and added Salt Lake City service.
- Sheridan also added a frequency to Denver and discontinued its EAS subsidy.

Given a national trend toward reduction of air service at non-hub airports, these gains are remarkable. The challenge ahead is to maintain current levels of service during a weak economy.

Table 8-23
Comparisons of Change at Wyoming Airports, 2003-2007

Associated City	Enplanements		Growth 2003-2007		Number of Non-stop Destinations			2007 Average Load Factor
	2003	2007	Number	Percent	Aug. 2003	Aug. 2007	Aug. 2008	
Casper[1]	61,893	76,908	15,015	24%	2	3	5	58%
Cheyenne	13,825	16,766	2,941	21%	1	1	1	38%
Cody	20,325	26,799	6,474	32%	1	2	2	61%
Gillette	13,589	25,647	12,058	89%	1	1	2	59%
Jackson	217,530	277,361	59,831	28%	6	6	7	74 %
Laramie[2]	8,828	9,939	1,111	13%	1	1	1	50 %
Riverton	10,832	15,831	4,999	46%	1	1	1	64%
Rock Springs	8,583	21,791	13,208	154%	1	1	2	63%
Sheridan	11,450	20,978	9,528	83%	1	2	1	52%
Worland[2]	2,903	3,719	816	28%	1	1	1	33%

Notes:
[1] Startup service by Allegiant Air from Casper to Las Vegas began in September 2008. For purposes of comparison, this service was counted in the number of Aug 2008 non-stop destinations.
[2] Subsidized service under the Essential Air Service Program

Source: US DOT (T100) Dynamic Table Report, WYDOT Aeronautics, Official Airline Guide

The last column of **Table 8-24** shows average monthly load factors in 2007 for each airport and for each route offered from the airports. **Table E-5** in **Appendix E** details month to month load factors.

Table 8-24
Average Outbound Load Factors by Route, 2007

Airline	Origin	Destination	Average Monthly Load Factor
Delta Air Lines	Cody	Salt Lake City, UT	56%
United Airlines	Cody	Denver, CO	66%
Delta Air Lines	Casper	Salt Lake City, UT	50%
Northwest Airlines	Casper	Minneapolis/St. Paul, MN	56%
United Airlines	Casper	Denver, CO	64%
Great Lakes	Cheyenne	Denver, CO	37%
Great Lakes	Gillette	Denver, CO	58%
American Airlines	Jackson	Denver, CO	91%
American Airlines	Jackson	Dallas/Fort Worth, TX	75%
American Airlines	Jackson	Chicago-O'Hare, IL	70%
Delta Air Lines	Jackson	Atlanta, GA	78%
Delta Air Lines	Jackson	Salt Lake City, UT	70%
Big Sky Airlines	Jackson	Boise, ID	57%
Northwest Airlines	Jackson	Minneapolis/St. Paul, MN	88%
United Airlines	Jackson	Denver, CO	75%
United Airlines	Jackson	Los Angeles, CA	45%
United Airlines	Jackson	Chicago-O'Hare, IL	70%
Great Lakes	Laramie	Cheyenne, WY	39%
Great Lakes	Laramie	Denver, CO	62%
Great Lakes	Laramie	Worland, WY	33%
Great Lakes	Riverton	Denver, CO	65%
Great Lakes	Rock Springs	Denver, CO	63%
Big Sky Airlines	Sheridan	Billings, MT	16%
Big Sky Airlines	Sheridan	Denver, CO	69%
Great Lakes	Sheridan	Denver, CO	44%
Great Lakes	Sheridan	Gillette, WY	44%
Great Lakes	Worland	Denver, CO	28%
Great Lakes	Worland	Laramie, WY	33%

Source: US DOT (T100) Dynamic Table Report

The airline industry today "begins and ends with the revenue line."[1] Scanning average load factors for each airport and each market indicates that the number of on-board Wyoming passengers is, in almost every instance, lower than national averages where load factors in the high 70 to 80 percentile are common and expected. Lower than average load factors are not the whole story but indicate that the airlines are not as worried about number of passengers

[1] MIT, Global Airline Industry Program, Airline Data Project

because revenue on the routes is sufficient (either because of higher air fares or revenue guarantees). Since it is a reasonable assumption that air fares will rise and that demand for air service in Wyoming is price sensitive, the near-term strategy is to consolidate recent gains, build traffic and monitor performance.

8.7.2 Air Service Objectives for Individual Airports

Aeronautics has put in place programs to sustain and provide convenient and reliable air access at a competitive price. Work can and must continue. The air service programs are directed toward the following priorities and objectives:

- A minimum of three frequencies per day to a single hub airport is desirable for all Commercial Service Airports.[1]
- Service to two hubs is better than service to one hub. (i.e. competition and directional convenience are more important than frequency to a single hub airport).
- Competitive fares and rules for travel that retain passengers at Wyoming airports.
- Favorable schedules (including late night arrivals and early morning departures) and adequate frequencies that strengthen the reliability of the system.

Given that load factors are below national averages on most Wyoming routes, it is incumbent upon airports to focus on increasing passengers on local flights.

Objectives vary by airport and are summarized below.

- **Casper**
  - Monitor and increase passengers on all routes.
  - Examine the revenue and passenger experience in the Chicago and Minneapolis-St. Paul markets to determine how best to reinstitute these services.
- **Cheyenne**
  - Investigate second hub options to Salt Lake City to accommodate westbound passengers that might otherwise drive to Denver.
  - Examine extent of passengers using Allegiant Air service at Ft. Collins-Loveland to determine feasibility of limited frequency service to Las Vegas or other destination markets.
- **Cody**
  - Build Denver service. Strive to add a second winter flight.
  - Build Salt Lake City service.
- **Gillette**
  - Evaluate results of Salt Lake City service to determine what traffic and revenue levels are needed to restore a full complement of non-stop service.
  - Evaluate the market for air service to improve understanding of travel characteristics and special demands to better serve the energy sector.
  - Increase use of Gillette through on-going marketing in the community.

[1] This threshold has already been achieved at all Commercial Service Airports except Worland.

- **Laramie**
  - Strive to maintain enplaned passengers above the 10,000 level through the Fly Local program, advertising, and charters.
- **Jackson**
  - Work with the resorts and airlines to analyze travel patterns, review effectiveness of previous advertising campaigns and prioritize next year's target markets. Develop a market strategy and contingency plans for different economic conditions (i.e. continued recession, fast, medium, or slow recovery).
- **Rock Springs**
  - Evaluate results of Salt Lake City service to determine what traffic and revenue levels are needed to restore a full complement of non-stop service.
  - Evaluate the market to improve understanding of travel characteristics and special demands to better serve the energy sector.
  - Increase use of Rock Springs through on-going marketing in the community.
- **Riverton**
  - Market local air service, maintain four frequencies and build traffic to justify the use of 30 seat aircraft on all flights.
- **Sheridan**
  - Market local air service, monitor load factors and fares, and strive for four frequencies in both winter and summer seasons.
- **Worland**
  - Continue to develop support for and use of EAS.
  - Work with the carrier to achieve the best possible schedules.

8.7.3 Priorities for the Aeronautics Division

To emphasize again, the near-term strategy for Wyoming air service is to consolidate recent gains, build traffic and monitor performance. The action items for Aeronautics to address this strategy are discussed in the following sections.

8.7.3.1 Monitor the Industry for Wyoming Impacts

The merger of Delta and Northwest will result in consolidations of service within their combined network. The acquisition of Frontier Airlines and United Airlines' reduction of capacity will also cause careful scrutiny of connecting routes at Denver. The airlines will continue to seek ways to control and reduce costs. This will put additional pressure on code sharing partners, particularly the independent regional carriers flying at risk including SkyWest Airlines, Mesa Airlines, Pinnacle Airlines, and Great Lakes Airlines.

Today, as much as ever, it is important to solidify traffic on routes, especially routes that were supported by revenue guarantees or routes where a carrier serves multiple cities.

8.7.3.2 Market to Retain and Build Traffic

In today's environment, without revenue guarantees, new air service must typically show profits within three months. The Air Service Enhancement Program has used revenue guarantees to assist with extending that period six months to more than a year. Revenue guarantees will continue to serve as an effective incentive for the introduction of new routes or added frequencies to existing routes. A number of on-going marketing activities will also assist.

The Fly Wyoming campaign produced a redesigned brand, an excellent website and marketing materials in 2007. The campaign also contributed to the development of local airport websites. The Fly Wyoming campaign should be considered a multi-year endeavor. The following is a list of recommended actions to continue to raise airport awareness and mobilize community use of local air service.

8.7.3.2.1 Update/Maintain Websites

The Internet can be the single most effective and least expensive method of communication. Many airports in the U.S. direct all advertising back to their website. This is the place where passengers, tenants, business prospects, and the press can find out about the airport and services available. Today, users are sophisticated and have low tolerance for outdated web information. Generally, if a user finds out of date information on a web site, they won't return to use the site again.

All but one of Wyoming's airports has a dedicated airport website, but only half of the websites offer current flight schedules. This recommendation is for the Air Service Enhancement Program to fund (1) flight tracking and flight schedule capability on airport websites that don't currently have this capability; (2) consider grants and/or technical assistance for redesign and maintenance of websites and local marketing campaigns that direct target audiences back to an airport's website; and, (3) facilitate information sharing amongst the airports so that air service news, information and ideas can be exchanged and discussed.

8.7.3.2.2 Community Air Service Meetings

Five years ago, Aeronautics conducted a series of meetings in each of the communities that had commercial air service. Since building traffic is a significant priority, a second round of meetings will provide a venue to (1) mobilize support; (2) discuss the successes of the Air Service Enhancement Program; and, (3) identify upcoming challenges and solutions to maintain and grow air service.

8.7.3.2.3 Support Marketing to Attract Visitors

According to the Wyoming Travel and Tourism, FY09-FY10 Strategic Plan, Wyoming Travel and Tourism is charged with "bringing non-resident visitors to Wyoming by promoting the state as a vacation destination to both domestic and international audiences." Many of this agency's strategic goals coincide to a large extent with similar activities initiated by Aeronautics through its Fly Wyoming campaign. The Travel and Tourism FY09-FY10 Strategic Plan calls for the agency to:

- Expand research requirements to measure brand awareness and message penetration in the travel marketplace, gain additional knowledge about travel consumers, and understand more clearly the travel patterns and preferences of current and potential visitors to Wyoming.
- Enhance the consistency and distribution of advertising messages.
- Expand and enhance online advertising efforts.
- Improve the agency's website.
- Strengthen Wyoming's competitive position in the international marketplace.
- Maximize gains from participation in travel trade shows and direct marketing programs.

It makes sense to explore additional joint campaigns with Wyoming Travel and Tourism.

8.7.3.3 Review Effectiveness of Air Service Enhancement Grants

Aeronautics has funded several local marketing efforts. It would be useful to know which marketing techniques have worked best. Aeronautics is exploring ways to facilitate communication about marketing and air service development techniques through its web platform. In addition, it is possible to develop objectives that can measure if marketing activities are reaching intended audiences. For example, Aeronautics could set programmatic objectives to: fund or provide technical assistance for website improvements at four airports over the next fiscal year or to monitor the number of visits or bookings on airport websites. Another measurable objective is to track the number of people who sign up for an airport or tourism newsletter. Enplanement and deplanement data are the ultimate measure of whether marketing or revenue guarantees are working.

Performance benchmarks are an undeveloped area of marketing management. Funding a small effort to improve marketing benchmarks would be very useful for the Air Service Enhancement Program and would make a national contribution to improved management and content of air service marketing programs.

8.7.3.4 Develop, Explain, and Distribute Market Data to the Airports

As part of the Air Service Enhancement Program, the Aeronautics Division purchases access to the Sabre Airport Data Intelligence and the Seabury APG data systems. These sources of aviation data are rich with information about travel demand as well as airline operating and revenue statistics. Aeronautics is now reporting on this data monthly and providing individual airport and statewide detail. The objective here is to increase use and understanding of this data and to track performance on individual routes and the Wyoming system as a whole.

Just as the Division of Economic Analysis publishes a quarterly report on economic trends in the state, utilization of this data could be used to publish a quarterly report or special report on aviation trends. Suggested topics include:

- Traffic trends and load factors at the airport and route level.
- Passenger retention rates.
- Air fare trends at each airport in top markets with special reports on peer airport comparisons.
- RASM (Revenue per Available Seat Mile) analysis and cost analysis on selected routes. Industry averages for similar routes.
- Analysis of revenue guarantee results to inform future negotiations.
- Employment, personal income and energy sector trends affecting air demand.

8.7.3.5 Monitor Operating Conditions for Great Lakes Airlines

Great Lakes Airlines, based in Cheyenne, serves 50 cities in the U.S. and is the largest EAS carrier in the country serving 42 EAS communities. In Wyoming Great Lakes provides service to seven airports as either an EAS carrier, flying under its own brand or as an “at risk” code sharing partner for Frontier Airlines and United Airlines. In the U.S., Great Lakes Airlines holds a unique position as a specialist in service to small communities.

As noted previously in the discussion of national trends, the special role of Great Lakes Airlines will continue to be challenged as their fleet ages and network carriers move to consolidate operations and cut costs. The central role of Great Lakes in air service at Gillette, Laramie, Cheyenne, Riverton, Rock Springs, Sheridan, and Worland suggests that air service enhancements are inextricably woven together with this airline and may warrant further discussions about the most effective ways to ensure and improve the carrier’s capacity to serve Wyoming airports, modernize its fleet and reservation system, and provide continued, excellent access to the national transportation system.

9.0 Implementation Plan

This chapter outlines the Implementation Plan based on both the facility and service objectives outlined in **Chapter 5** for each classification of airport and the individual airport's costs identified in the Wyoming Aviation Capital Improvement Program (WACIP). The costs associated with this study are referred to as the Airport Inventory and Implementation Plan (AIIP) costs.

To develop AIIP costs, the facility and service objectives not met at each airport were evaluated to generate an estimate of the cost for the proposed development in order for the airport to meet that objective. As noted in **Chapter 5**, individual airports may have different local objectives based on airport specific users, but each should strive to meet the minimum objectives set for their individual classification. The minimum objectives have been established to provide adequate facilities and services to meet the roles and attributes established for each classification.

In addition, AIIP costs also include some items identified as 'measures' in **Chapter 6** under specific goals. These include: costs for an airport website, NADIN connection, and pavement rehabilitation to increase the average PCI at an airport.

The total AIIP costs for an airport include the estimated costs necessary for that airport to meet the objectives defined in **Chapter 5** as well as some of the measures defined in **Chapter 6**. At some airports, it may be difficult or impossible to complete some of the projects included in the AIIP. However, these projects have been included to more accurately reflect the total projects needed system-wide to meet the objectives and measures set forth in this plan.

Identification of projects in this study is not a commitment on the part of the FAA or Aeronautics for project funding nor does it provide project justification. Prior to project implementation, all projects must be justified through the local master planning and environmental process and approved by the FAA and Aeronautics when appropriate.

The WACIP portion of the Implementation Plan is derived directly from each airport's capital improvement program (dated September 2008). The WACIP is updated annually by Aeronautics and includes input from the individual airport sponsors and itemizes projects identified at the local and state level. Projects listed in each airport's WACIP have been generalized by project type to correspond with the category listed in the AIIP. For example, a runway extension and runway relocation are grouped in the runway category under WACIP Identified Projects in the Implementation Plan.

In some cases, projects identified at the local level in the WACIP are also an objective identified in the AIIP. When projects are identified in both, the WACIP costs are used in the AIIP totals since costs developed on the local level (WACIP) are expected to be more accurate than those developed at the state level (AIIP) and so the total AIIP costs represent the total funds needed to meet the system objectives determined in this study. Each project cost is recognized only once in the Implementation Plan totals at each airport.

Most estimated costs outlined in this chapter include estimates of engineering, administrative, field staking, surveys, etc. associated with a project. All costs in these estimates are expressed in 2008 dollars, with no adjustments for inflation. These estimates should be used for planning purposes only with actual project costs determined through formal planning, engineering or architectural design at the time of project implementation.

The Implementation Plan for each airport is included at the end of this chapter. Each airport's report card is included prior to its Implementation Plan. For airports expected to change classification in the planning period, both existing and future costs have been identified.

The Implementation Plan outlined in this chapter identifies over $62 million in AIIP costs for the Commercial Service Airports to meet the objectives outlined in **Chapter 5**. Over $29 million in projects has been identified for Business Airports and over $48 million for Intermediate Airports. Local Paved Airports have over $30 million in AIIP costs identified while Local Non-Paved Airports have over half a million dollars. In addition to the costs outlined for AIIP projects, the Implementation Plan also includes project costs identified in each individual airport's WACIP. WACIP costs include over $348 million in costs.

A summary of these costs is presented in **Table 9-1** and **Charts 9-1, 9-2** and **9-3**. The WACIP costs, in addition to those identified in the AIIP, comprise the Implementation Plan described in this chapter. The Implementation Plan costs listed in **Table 9-1** and **Chart 9-3** account for a project only once if it is identified in an airport's AIIP and WACIP. It is important to note that over $17 million of the AIIP projects and associated costs are due to airports expected to change classification as discussed in **Chapter 7**.

Table 9-1
Implementation Plan Costs Summary (by Planning Period)

Classification	AIIP	WACIP	Total
Commercial Service	$62,647,101	$173,549,806	**$221,464,290**
Business	$29,397,686	$52,999,886	**$64,527,136**
Intermediate	$48,529,644	$54,701,500	**$91,179,013**
Local Paved	$30,014,265	$66,626,605	**$82,921,385**
Local Non-Paved	$566,900	$140,500	**$707,400**
Total	**$171,155,596**	**$348,008,297**	**$460,799,224**
Note: Projects identified in both the AIIP and WACIP are represented only once in the Total column			

Chart 9-1
AIIP Costs (by Classification)

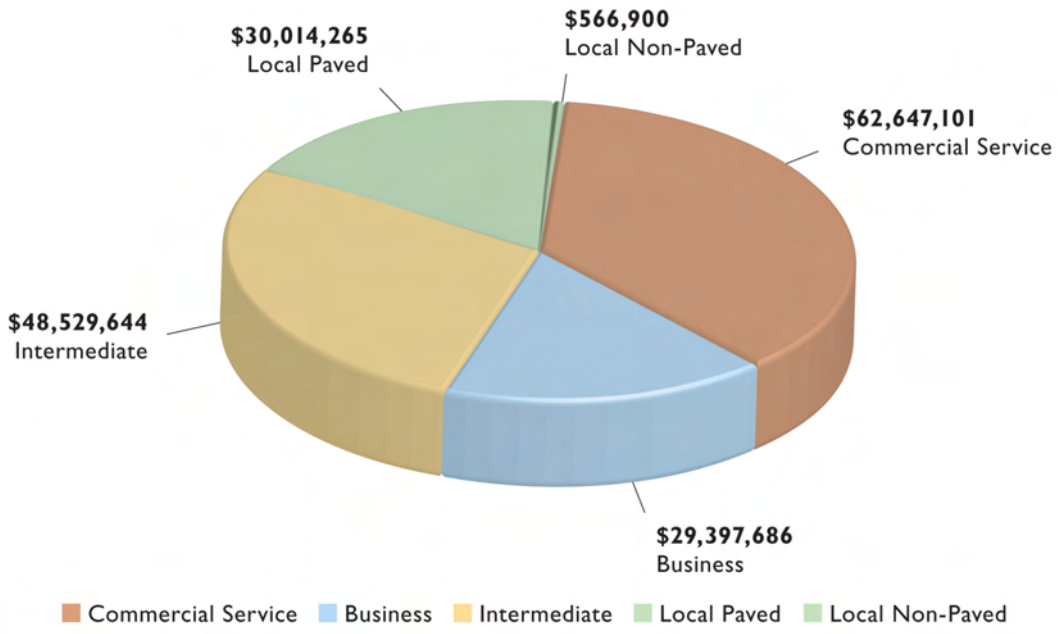


Chart 9-2
WACIP Costs (by Classification)

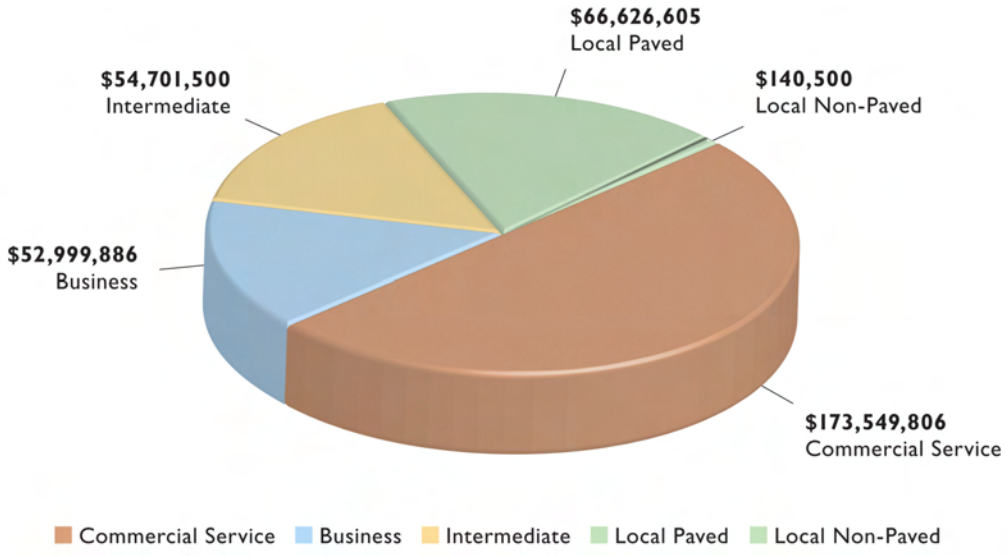
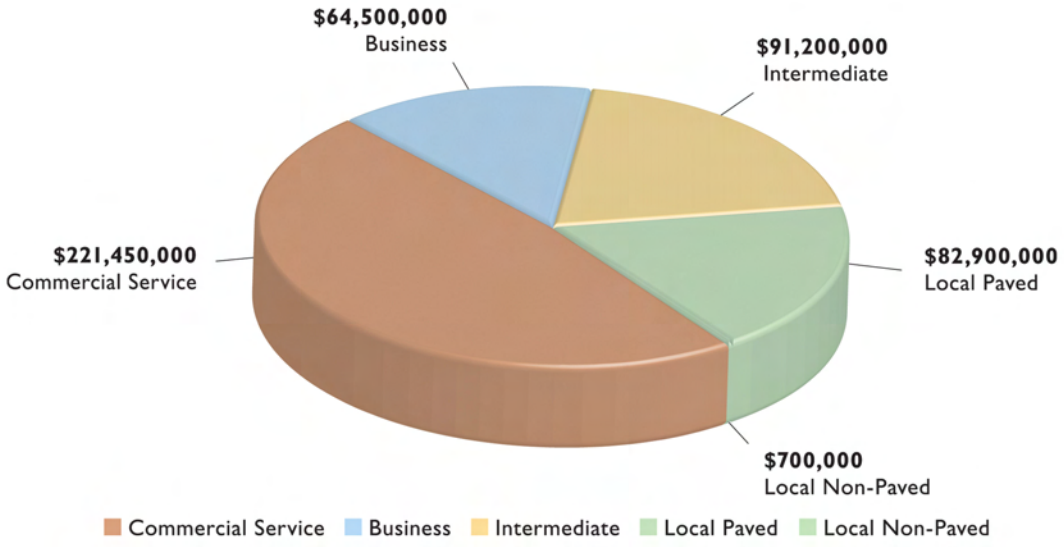


Chart 9-3
Total Implementation Plan Costs (by Classification)



It is interesting to note that the majority of the AIIP costs (over $120 million) identified in the Implementation Plan for the 20-year planning period are from airside projects, which include runway, taxiway and approach improvements among other projects. Administrative costs make up the next largest cost, followed by landside and services respectively. A breakdown in project costs by project type for AIIP, WACIP and total Implementation Plan costs is presented in **Table 9-3. Chart 9-2** presents the AIIP project costs by project type and **Chart 9-4** provides a similar breakdown for WACIP project costs.

Table 9-2
Implementation Plan Costs Summary (by Project Type)

Project Type	AIIP	WACIP	Total
Airside	$120,754,170	$274,452,519	$345,021,822
Landside	$15,393,832	$59,535,370	$74,299,770
Services	$7,178,132	$2,637,632	$7,553,132
Administration	$27,829,462	$11,382,776	$33,924,500
Total	**$171,155,596**	**$348,008,297**	**$460,799,224**
Note: If a project is identified in both the AIIP and WAICP, the project is accounted for only once in the total costs column			

Chart 9-4
AIIP Costs (by Project Type)

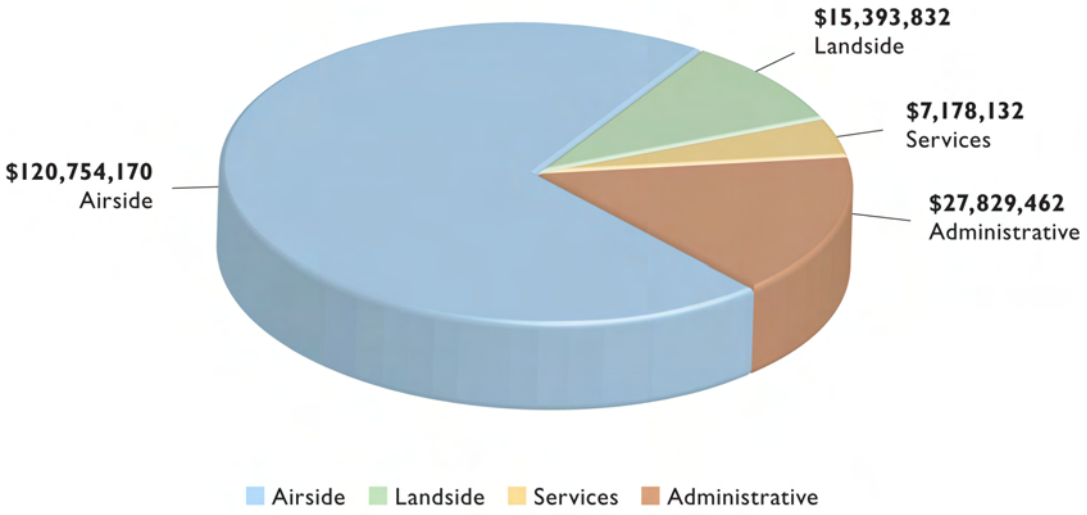
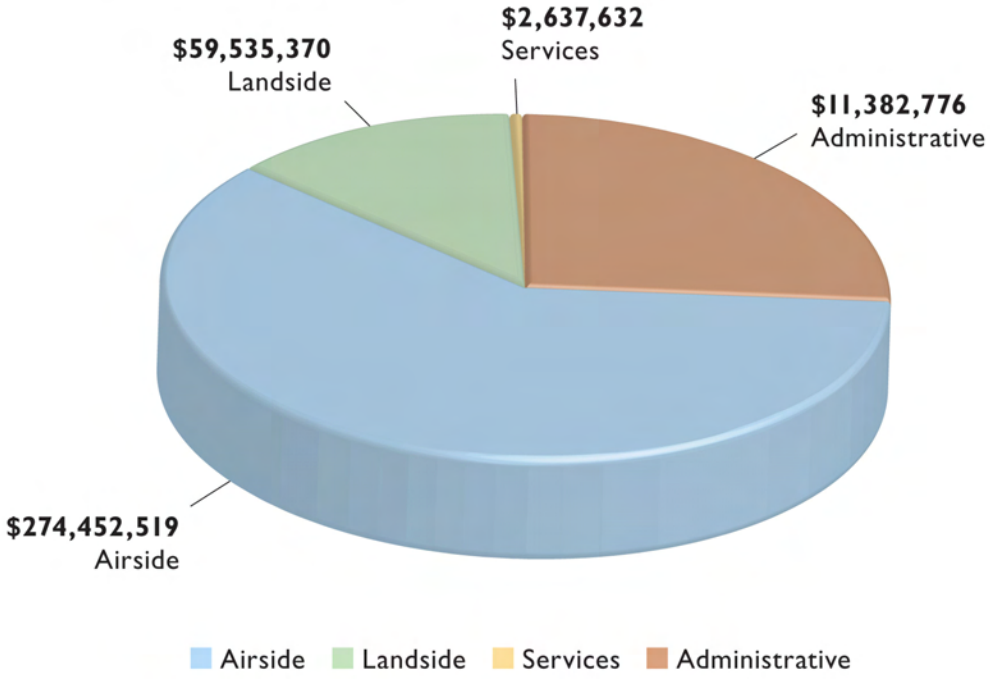
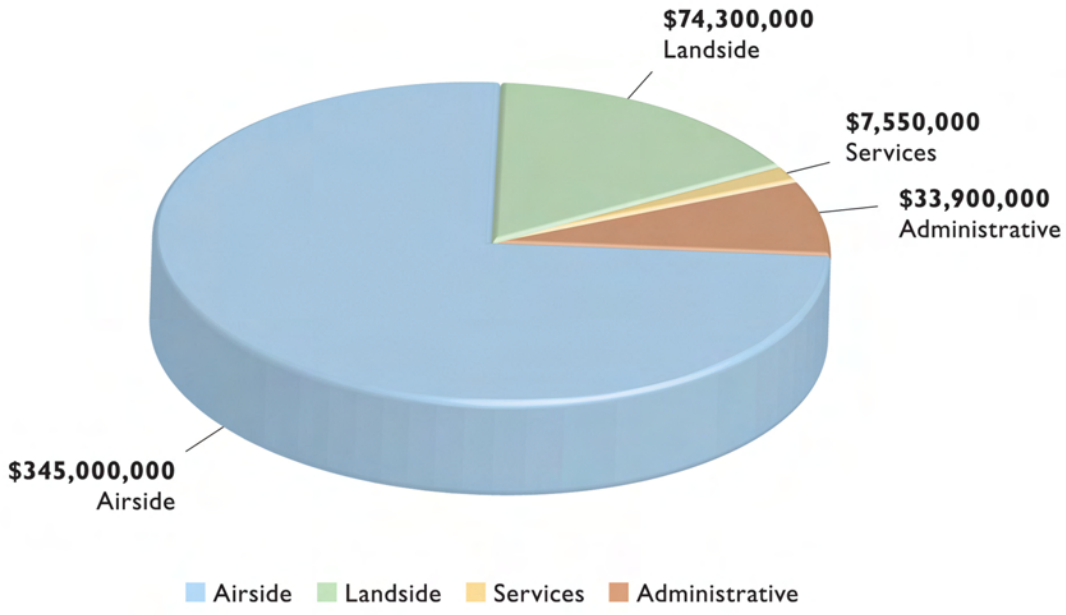


Chart 9-5
WACIP Costs (by Project Type)



The total costs by project type outlined in the Implementation Plan are shown graphically in **Chart 9-6**. It is important to note once again that when a project is identified for an airport in both the AIIP and the WACIP, it is accounted for only once in the totals.

Chart 9-6
Implementation Plan Costs (by Project Type)



9.1 Funding Sources

Various funding sources are available to airports for different project types. State funding is available to all airports in the Wyoming Aviation System and federal funding is available to Wyoming airports included in the NPIAS. In addition, sources of local revenue and funding also contribute to the operating and project implementation costs of an airport. Some examples of these sources may include parking fee revenue, Passenger Facility Charges (PFCs), landing fees, fuel fees and revenue, and tenant leases.

9.1.1 Federal Funding

The Airport and Airway Improvement Act of 1982 authorizes funding for the AIP from the Airport and Airway Trust Fund (the Trust Fund) for airport development, airport planning, and noise compatibility planning and programs. The AIP must be continually reauthorized by Congress. The Airport and Airway Trust Fund is funded through several user taxes on airfares, air freight, and aviation fuel.

Under the AIP, NPIAS Airports receive annual entitlement grants based on aircraft activity and are eligible to receive discretionary grants. The 33 NPIAS airports in the State of Wyoming, as identified in **Chapter 2, Table 2-1**, are eligible for AIP funding. AIP grants may be used for land acquisition, noise mitigation, airfield improvements, airport roadways, public areas of terminal building projects, and safety and security systems and equipment. Currently, projects funded with AIP money are funded at a rate of 95% federal funds and 5% local funds. Approximately $26 million in federal funding is spent annual in Wyoming.

9.1.2 Wyoming State Funding

Aeronautics administers three programs for airport development including (1) Wyoming Aeronautics Commission Grant Funding; (2) the Wyoming Aeronautics Commission Loan Program; and, (3) the Air Service Enhancement Program.

9.1.2.1 Wyoming Aeronautics Commission Grant Funding

Wyoming Aeronautics Commission Grant Funding program funds airport capital improvements, planning studies and related activities. State grants are divided into different levels of funding. The following sections describe the percentage of state funding for various airport projects as stated in the Aeronautics Commission Policy Guidelines. Approximately $9.1 million in state funding is spent annually in Wyoming.

9.1.2.1.1 95% Federal/3% State/2% Local

The State of Wyoming provides 3% funding for airport projects which are federally funded. As stated in **Section 9.1.1**, AIP funds 95% of projects with 5% being funded at the local level. The 3% funded by the state covers a portion of the local match, leaving the airport sponsor responsible for 2% of the project cost. The state funded portion of the local match greatly increases the affordability of projects for many airport sponsors.

9.1.2.1.2 80% State/20% Local

The following projects receive 80% state funding and require a 20% local match by the airport sponsor:

- Safety and Security projects as defined in the Wyoming Aeronautics Commission Priority Rating Model
- Pavement Maintenance
- Non-NPIAS airports airside projects
- NAVAID maintenance
- NAVAID and weather equipment for the purpose of safety

9.1.2.1.3 60% State/40% Local

The following projects receive 60% state funding and require a 40% local match by the airport sponsor:

- Planning
- Capacity
- Structures
- Standards
- Maintenance (non-pavement)

9.1.2.1.4 50% State/50% Local

The following projects receive 50% state funding and require a 50% local match by the airport sponsor:

- Landside
- Marketing/Promotional (per Wyoming Aeronautics Commission Policy #12)
- Equipment (non-safety related)
- Utilities
- Other

9.1.2.2 Wyoming Aeronautics Commission Loan Program

Through the Aeronautics Commission Loan Program, airport sponsors are eligible to apply for loans for the construction, development and improvement of revenue/user fee producing airport facilities. Using this program, airports are able to receive funding for projects which do not typically qualify for federal or state grants. Examples of these types of facilities include: fuel systems, hangars, FBO facilities, terminal construction or improvements and deicing facilities. This program cannot, however, be used for the removal of fuel tanks or asbestos. In addition to providing means of loan payback, these projects help in making an airport more self-sufficient through the revenue production made possible by these facilities. Wyoming Statute (W.S.) 10-3-403(e) is used to administer this loan program. Loans are issued with a 5% interest rate and must be repaid within 20 years. Loan funds are provided through the Permanent Mineral Trust Fund.

9.1.2.3 Air Service Enhancement Program

As described in **Chapter 8**, The Wyoming Legislature passed the Air Service Enhancement Act (SF 120) which created a grant program that allows the state to participate with communities in air service improvements. This program provides financial incentives to support Commercial Service Airports in their efforts to retain and develop air service. This grant program includes funding for activities such as air carrier marketing in communities, revenue guarantees, air service development and marketing studies, equipment purchases, and assistance to achieve enplanement thresholds to qualify as a primary airport.

9.1.3 Local Funding

Portions of projects not covered by federal or state funding must be paid by airport sponsors. These local funds can come from many sources including: the sponsor's general fund, airport revenue, bonds, private funding or other local sources.

General fund contributions for airport projects at the local level can vary greatly from airport to airport. This is due in part to varying community characteristics and tax base sizes. Airports create revenue through revenue-producing facilities such as fuel sales, hangar rental and land leases; although, few airports generate enough revenue to cover the cost of running the airport. These revenues, after being used to pay airport expenses, may be used to fund the local portion of airport capital improvement projects. Other sources of funding can also be used at the local level including bonds and private funding. Local businesses or airport users sometimes provide private money to pay for the local portion of airport projects.

9.2 AIIP Costs

Projects outlined in the Implementation Plan at each airport are needed for the airports in the system to meet the facility and service objectives. Projects required for the eight airports expected to change classification in the 20-year planning period are also included in the Implementation Plan.

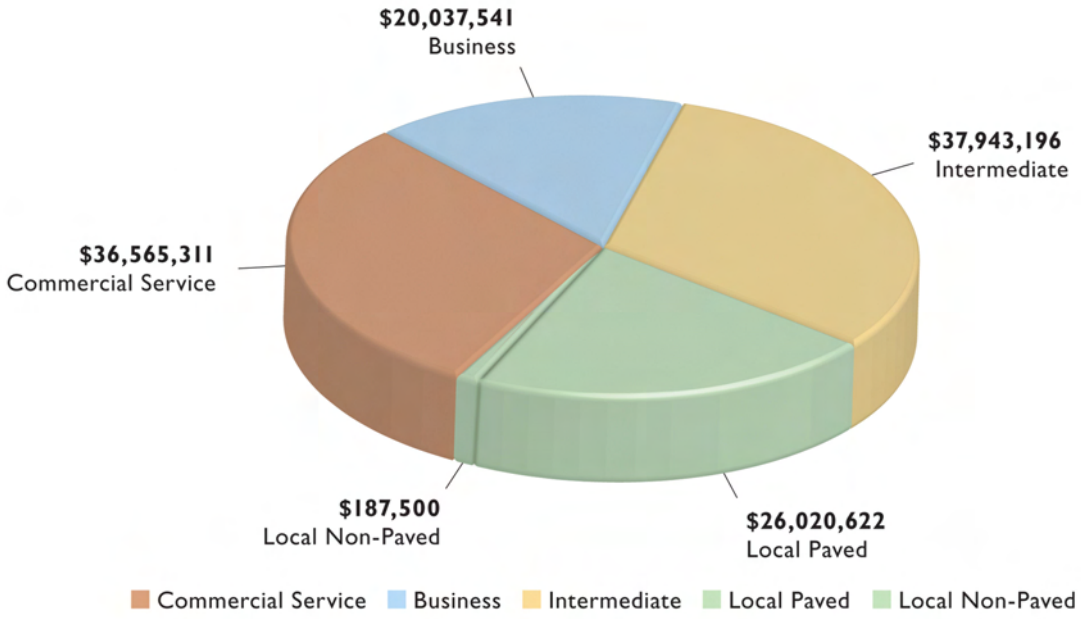
The WACIP includes projects identified at the local level for each airport in the Wyoming Aviation System. Many of these projects are also identified in the statewide AIIP. In this situation, the project costs identified in the WACIP are used in the AIIP as well, under the assumption that local cost estimates are more accurate than estimates made on a system-wide basis. In these instances, the AIIP project is labeled as a "WACIP Identified Project". Although, each airport's totals for AIIP total costs and WACIP total costs reflect all projects listed under each category, the total cost listed for each airport's Implementation Plan recognizes the cost of a project only once.

Cost estimates provided in this chapter are based on estimates developed through review of bid tabulations at Wyoming Airports, Aeronautics' input and consultant experience. The estimates generated at the state level may not be as accurate as those generated at the local level with knowledge of local conditions, needs and the specific characteristics of each project. A summary of unit costs used in the AIIP is included as **Appendix H**.

9.2.1 Airside

Over $120 million in AIIP airside improvements are identified in the Implementation Plan over the 20-year planning period with the majority of the costs identified for Intermediate Airports followed by Commercial Service, Local Paved, Business and Local Non-Paved Airports respectively. A summary of these airside costs is presented in **Chart 9-7**.

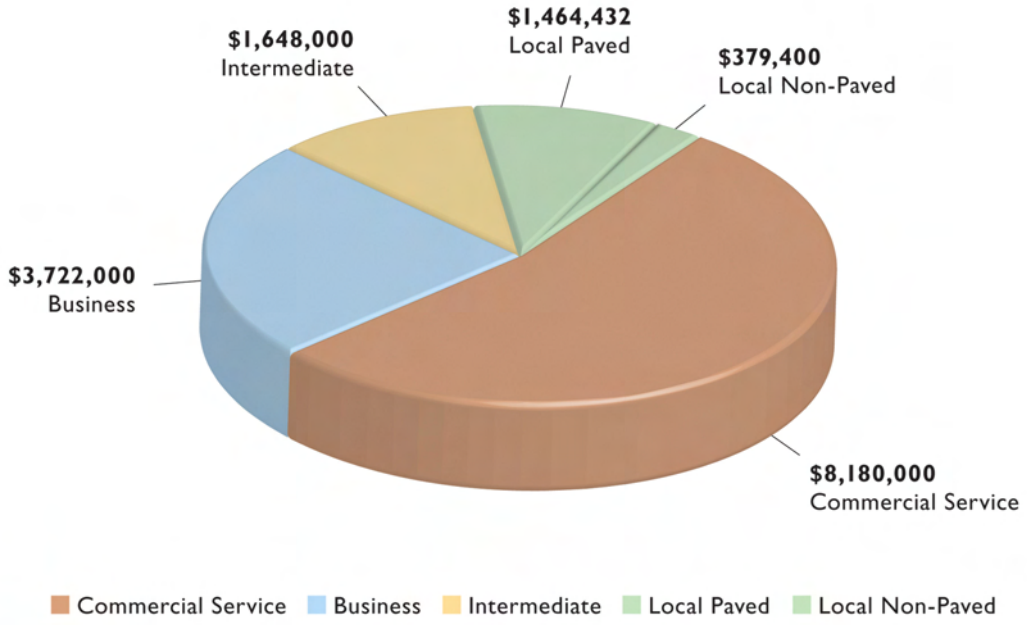
Chart 9-7
AIIP Airside Projects Costs



9.2.2 Landside and Services

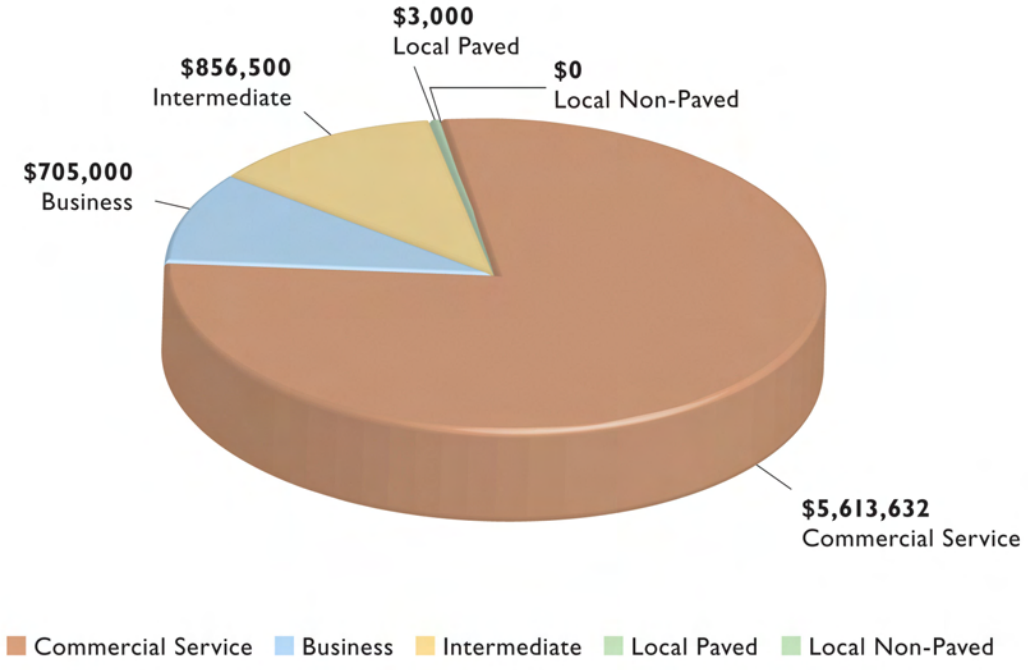
Over $15 million in AIIP landside improvements have been identified in the Implementation Plan over the 20-year planning period. Commercial Service Airports comprise a majority of the landside improvements costs, followed by Business, Intermediate, Local Paved and Local Non-Paved Airports respectively as shown in **Chart 9-8**.

Chart 9-8
AIIP Landside Projects Costs



In addition, over $7 million in AIIP services improvements have been identified with a majority of the improvement costs identified for Commercial Service Airports, followed by Intermediate, Business, Local Paved and Local Non-Paved Airports. A summary of AIIP services improvements costs is shown in **Chart 9-9**.

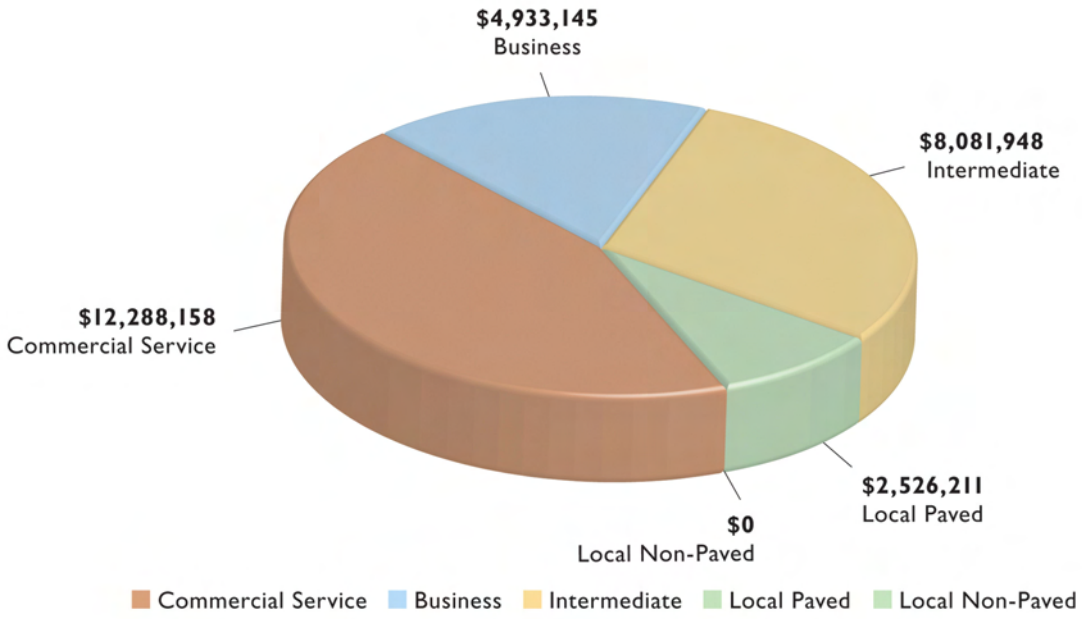
Chart 9-9
AIIP Services Projects Costs



9.2.3 Administration

Over $27 million in administrative projects have been identified the AIIP. A breakdown of these costs is presented in **Chart 9-10**.

Chart 9-10
AIIP Administrative Projects Costs



9.2.4 Detailed AIIP Costs Summary

Table 9-3 provides a detailed summary of AIIP costs by classification and project type.

Table 9-3
AIIP Costs Summary

	Commercial	Business	Intermediate	Local Paved	Local Non-Paved	TOTAL
AIRSIDE (Primary Runway)						
ARC	$0	$848,000	$496,000	$0	$0	**$1,344,000**
Runway Length	$10,000,000	$3,350,000	$6,408,070	$1,470,000	$0	**$24,034,123**
Runway Width	$0	$1,806,188	$2,840,000	$1,470,000	$0	**$6,116,188**
Runway Lights	$1,305,000	$0	$0	$170,000	$27,500	**$1,502,500**
Pavement Strength	$0	$2,156,187	$10,200,000	$2,915,789	$0	**$15,271,976**
Taxiway	$1,684,211	$6,692,009	$3,023,684	$0	$0	**$11,399,904**
Taxiway Lights	$0	$0	$445,000	$72,000	$0	**$517,000**
Instrument Approach Type	$20,715,000	$0	$30,000	$20,000	$0	**$20,765,000**
Approach Lighting System	$2,075,000	$0	$0	$0	$0	**$2,075,000**
Visual Aids	$0	$190,000	$300,000	$220,000	$160,000	**$870,000**
Wind Coverage	$1,000	$2,000	$6,203,000	$5,301,000	$0	**$11,507,000**
RSA	$785,100	$990,000	$4,351,013	$4,595,780	$0	**$10,721,893**
Pavement Maintenance	$0	$4,003,157	$3,646,429	$2,740,000	$0	**$10,389,586**
TOTAL AIRSIDE	**$36,565,311**	**$20,037,541**	**$37,943,196**	**$26,020,622**	**$187,500**	**$120,754,170**
LANDSIDE						
Weather Reporting	$0	$0	$75,000	$150,000	$0	**$225,000**
NADIN Connection	$0	$2,000	$3,000	$5,000	$0	**$10,000**
Terminal	$0	$0	$0	$0	$0	**$0**
Perimeter Fencing	$0	$785,000	$1,195,000	$1,268,632	$379,400	**$3,628,032**
Hangars	$7,680,000	$960,000	$0	$40,800	$0	**$8,680,800**
Lighted Hangar Areas	$500,000	$375,000	$375,000	$0	$0	**$1,250,000**
Paved Auto Parking	$0	$1,600,000	$0	$0	$0	**$1,600,000**
TOTAL LANDSIDE	**$8,180,000**	**$3,722,000**	**$1,648,000**	**$1,464,432**	**$379,400**	**$15,393,832**

Table 9-3 (Continued)
AIIP Costs Summary

	Commercial	Business	Intermediate	Local Paved	Local Non-Paved	TOTAL
SERVICES						
FBO	$0	$0	$0	$0	$0	**$0**
Fuel	$0	$0	$150,000	$0	$0	**$150,000**
Ground Transportation	$0	$0	$5,000	$0	$0	**$5,000**
Pilot Lounge and Planning Room	$0	$0	$0	$0	$0	**$0**
Public Restrooms	$0	$0	$0	$0	$0	**$0**
Public Phone	$0	$0	$1,500	$3,000	$0	**$4,500**
Food	$0	$0	$0	$0	$0	**$0**
Aircraft Maintenance	$0	$0	$0	$0	$0	**$0**
Aircraft De-icing System	0	$700,000	$700,000	$0	$0	**$1,400,000**
De-icing Containment System	$5,612,632	$0	$0	$0	$0	**$5,612,632**
Website	$1,000	$5,000	$0	$0	$0	**$6,000**
TOTAL SERVICES	**$5,613,632**	**$705,000**	**$856,500**	**$3,000**	**$0**	**$7,178,132**
ADMINISTRATION						
Airport Master Plan	$5,612,158	$1,800,000	$2,997,895	$783,158	$0	**$11,343,211**
Airport Layout Plan	$2,745,000	$1,012,895	$2,427,895	$1,285,053	$0	**$6,470,843**
Land Use Protection Plan	$240,000	$150,000	$320,000	$150,000	$0	**$860,000**
Noise Contour Map	$0	$0	$0	$0	$0	**$0**
Pavement Management Plan	$0	$0	$0	$0	$0	**$0**
Minimum Standards	$480,000	$300,000	$360,000	$80,000	$0	**$1,220,000**
Airport Manager	$0	$0	$0	$0	$0	**$0**
Legislative Liaison	$0	$0	$0	$0	$0	**$0**
RPZ Ownership	$3,211,000	$1,520,250	$2,976,158	$28,000	$0	**$7,735,408**
TOTAL ADMINISTRATION	**$12,288,158**	**$4,933,145**	**$8,081,948**	**$2,526,211**	**$0**	**$27,829,462**
Grand Total	**$62,647,101**	**$29,397,686**	**$48,529,644**	**$30,014,265**	**$566,900**	**$171,155,596**

9.2.5 Cost Estimates

The following sections present an explanation of the methodology used in developing AIIP costs associated with each objective and measure (only measures with an associated project are included in the AIIP). Again, a summary of unit costs used in the AIIP is included as **Appendix H**. The costs included in the AIIP are estimates and more detailed costs should be developed at the local level during the master planning process.

9.2.5.1 Airport Layout Plan

Airport Layout Plans costs are estimated at $150,000 for Commercial Service and Business Airports and $65,000 for Intermediate Airports and Local Paved Airports. Since Commercial Service and Business Airports often have more facilities and varied types of aircraft and users, the ALP costs are higher than those at Intermediate and Local Airports which are often smaller with fewer facilities. Initial planning for major facility upgrades can sometimes raise the costs for an ALP while simply updating the document to current standards without including any major facility upgrades can lower the cost of an ALP. Based on the objectives outlined in **Chapter 5**, ALPs are included in the Implementation Plan for Commercial

Service, Business and Intermediate Airports every five years and every 10 years for Local Paved Airports. ALPs at Local Non-Paved Airports are not an objective.

9.2.5.2 Airport Reference Codes

Changes in an ARC may require an increase in safety areas, runway to taxiway separation, pavement width, strength, land acquisition, Environmental Assessment (EA) studies, etc. The National Environmental Policy Act of 1969 (NEPA) requires that environmental impacts of proposed airport development be considered. An EA is included for all ARC changes. The impacts of the ARC change should be evaluated at the local level to determine the need for an EA.

There are some airports that do not meet the ARC objective and also do not meet the Primary Runway Instrument Approach objective. Project improvements to meet these objectives are similar (runway to taxiway separation and safety areas for example). Therefore, any similar costs associated with the ARC change are incorporated in the Primary Runway Instrument Approach category project. This avoids duplication of costs when tabulating the Implementation Plan.

9.2.5.3 Primary Runway Approach Lighting Systems

An Approach Lighting System is only an objective for Commercial Service Airports. The objective is to have a MALSR system, and the cost associated with this is $600,000 for a new system. For airports which have a MALS system, the cost to upgrade to a MALSR is $275,000.

9.2.5.4 Primary Runway Instrument Approach Type

There are multiple costs associated with, and included in, the total for the Primary Runway Instrument Approach Type objective. The costs are calculated for the following items when applicable: relocation of the runway, relocation of navigational aids, relocation of visual aids, relocation of hangar areas to clear FAR Part 77 surfaces, land acquisition to the Building Restriction Line (BRL), and land acquisition for larger RPZs.

Actions associated with a change in approach type, such as relocating the runway, acquiring additional land, relocating a hangar area, etc., are considered an action normally requiring an Environmental Assessment (EA) under the NEPA. As such, an EA is included in the costs for those airports requiring such actions as part of an upgrade in approach types.

Some of these multiple costs for changing the approach type are already identified in the WACIP. As a result, the AIIP includes only a cost for the remaining portion of the project needed to change the approach type to meet the system objective at these airports.

9.2.5.5 Paved Auto Parking

For airports requiring a paved auto parking area, an estimated cost of $175 per square yard was assumed. An average parking lot size of 400 feet by 200 feet was used in calculating the total costs.

9.2.5.6 Deicing

A lump sum estimated cost of $350,000 for a deicing system is included in the Implementation Plan. The plan also includes a lump sum estimate of $1,000,000 for a deicing containment system.

9.2.5.7 Economic Impact Study

At Commercial Service and Business Airports without an Economic Impact Study, no costs are programmed in the Implementation Plan because it is assumed that an airport can use the information provided in the statewide airport economic impact analysis discussed in **Chapter 6**.

9.2.5.8 Perimeter Fencing

Cost estimates for perimeter fencing are estimated at a cost of $25 per linear foot of wildlife fence and $10 for field fence. The definition of each fence type is included in **Chapter 5**. At airports with non-standard perimeter fencing, an estimated cost for the removal of non-standard fencing is also included.

9.2.5.9 Fixed Based Operator

As stated in **Chapter 5**, local influence is a key component to attracting and retaining an FBO. An FBO is suggested at each classification of airport but is not an objective. Therefore, no costs for attracting and/or establishing an FBO are programmed in the Implementation Plan.

9.2.5.10 Food Choices

Similar to the FBO objective, the food choices objective depends on local influence in attracting and supporting food services. Food choices are suggested at Commercial Service, Business and Intermediate Airports; they are not an objective for Local Paved and Non-Paved Airports. Therefore, no costs for food choices are programmed in the Implementation Plan.

9.2.5.11 Fuel

An estimated lump sum cost of $150,000 per fuel tank is included for airports not meeting the fuel objective. This cost includes purchase and installation of a 6,000 gallon underground fuel tank, fuel pumps and a self-service credit card operating system.

9.2.5.12 Ground Transportation

A lump sum estimate of $5,000 is included for airports requiring a courtesy car to meet the ground transportation objective. This cost includes only the purchase of the car and not the associated insurance, maintenance or fuel costs. For airports requiring an airport rental car, no costs are included, as this service is based largely on local influence and community demand.

9.2.5.13 Hangars

At airports requiring additional hangar space to meet the hangar objective, the construction of a sponsor-owned hangar is included. Although the larger aircraft at Commercial Service, Business and Intermediate Airports often require higher ceilings, more utilities and amenities, it is assumed that the based aircraft currently not in hangars are smaller aircraft that do not require larger than a 40-foot-by-40-foot hangar. A cost of $50 per square foot is estimated for hangars. This cost also assumes that the hangar is unheated and that taxilane access to the hangar site is already in place.

9.2.5.14 Lighted Hangar Areas

An estimated cost of $500,000 is included to light hangar areas at Commercial Service Airports while $375,000 is included at Business Airports. This cost includes utility service to and construction of light posts throughout the building areas. Lighted hangar areas are not an objective at Intermediate and Local Paved and Non-Paved Airports.

9.2.5.15 Land Use Protection Plan

Separate cost estimates are estimated for Land Use Protection Plans at each classification of airports. A lump sum fee of $60,000 has been planned for Commercial Service, $50,000 for Business, $40,000 for Intermediate and $30,000 for Local Paved Airports. These costs assume more complex land use planning issues at larger airports as they are often located near larger cities with more varied land uses surrounding the airport. These costs also assume the sponsor follows the steps outlined by WYDOT Aeronautics for completing a Land Use Protection Plan. This guidance can be found on the WYDOT Aeronautics web site at http://dot.state.wy.us, publications, "Procedural Guide for Adopting an Airport Land Use Protection Ordinance."

At airports with a planned runway extension or a crosswind runway, a Land Use Protection Plan is included if one was not already included in the Implementation Plan. The Land Use Protection Plan is included regardless of whether the airport has a current Land Use Plan on record with Aeronautics, since geometrical changes of the airport facilities will change the land use protection needs surrounding the airport.

9.2.5.16 Legislative Liaison

No costs associated with a Legislative Liaison are included in the plan. A Legislative Liaison can be appointed at the local level to complete the functions of the liaison without the need for funding from the state or FAA. As discussed in **Chapter 5**, the Legislative Liaison can be the Airport Manager, Airport Board member, Mayor or other individual willing to assume the associated responsibilities.

9.2.5.17 Aircraft Maintenance

No cost estimate associated with aircraft maintenance is included at airports not meeting this objective. Similar to an FBO, local influence is a key component to attracting and retaining airport businesses such as aircraft maintenance providers.

9.2.5.18 Airport Manager

No costs associated with an Airport Manager are included in the plan as this is not a cost reimbursable by the State of Wyoming or the FAA. Local influence and demand plays a large role in the establishment of an airport manager position. Many times, a sponsor employee or an FBO serves as the airport manager.

9.2.5.19 Airport Master Plan

A lump sum fee of $300,000 is included for each Master Plan (MP) scheduled for the 20-year planning period at Commercial Service Airports and $150,000 is estimated for Business and Intermediate Airports. A MP project is included at each of the airports based on a 10-year cycle per the objectives outlined in **Chapter 5**. No cost estimates are used for Local Airports since MPs are not an objective.

The coinciding year a MP should be considered was added next to each line item in the AIIP. Some MP years may not coincide with the year it is scheduled in an airport's WACIP. However, for the purposes of this plan, MP projects are scheduled to coincide with the schedule set forth in the objectives (every ten years for Commercial Service, Business and Intermediate Airports).

Planning needs specific to an individual airport can raise or lower the cost of a MP at the local level in addition to changing the year or timeframe a MP is needed.

9.2.5.20 Minimum Standards

Based on objectives outlined in **Chapter 5**, cost estimates for the development of Minimum Standards at Commercial Service, Business and Intermediate Airports are included in the Implementation Plan. It is estimated that the development of Minimum Standards at Commercial Service Airports will cost $60,000, $50,000 at Business Airports and $40,000 at Intermediate Airports. No cost estimates are used for Local Airports since Minimum Standards is not an objective.

9.2.5.21 Noise Contour Map

Based on the objectives outlined in **Chapter 5**, Noise Contour Maps are included for Commercial Service, Business and Intermediate Airports every ten years. The development of a Noise Contour Map is normally included in the MP process as the map can be one of the outputs of this document. As such, no additional cost are included in the plan for this document, as it was assumed to be included in the associated MP update at each airport. At airports not meeting this objective, it was assumed the airport will wait to update the noise contour map until the Master Plan is updated.

9.2.5.22 Pavement Condition Index (PCI)

At airports with an average PCI rating of below 'acceptable', $300 per linear foot of runway and taxiway pavement is included for Commercial Service Airports and $200, $100 and $80 per linear foot respectively for Business, Intermediate and Local Paved Airports. These costs assume reconstruction of the runway will be completed to improve PCI. No costs are included for Local Non-Paved Airports as this is not an objective for these airports.

9.2.5.23 Pavement Management Plan

No costs for the development or update of Pavement Management Plans are included in the Implementation Plan. Pavement Management Plans are updated by Aeronautics concurrently with the three-year cycle of Pavement Condition Inspections at each airport and submitted for acceptance by the sponsor with no costs charged directly to the sponsor.

9.2.5.24 Public Telephone

An estimated lump sum cost of $1,500 is included for a 24-hour telephone in the Implementation Plan at airports with no public telephone. At airports with telephones not available 24 hours, it is assumed that they could be made available 24 hours at no additional cost to the airport.

9.2.5.25 Pilot Lounge and Planning Room

No costs are included in the Implementation Plan for Pilot Lounges and/or Planning Rooms. It was assumed that since all airports requiring a pilot lounge and planning room have a terminal building, existing space could be made available and designated as a Pilot Lounge and/or Planning Room at no additional cost.

9.2.5.26 Public Restrooms

At airports with restrooms which are not available 24 hours, it is assumed that the restrooms could be made available 24 hours at no additional cost to the airport. At Commercial Service Airports needing a restroom in the secure passenger area, no costs are programmed in the Implementation Plan. It is assumed that installation of a restroom in the secure passenger area is most cost effective as part of larger terminal rehabilitation or construction projects. Therefore, it is recommended that restrooms in the secure passenger area be added to such projects at Commercial Service Airports not meeting this measure. No costs for public restrooms have been included in the AIIP.

9.2.5.27 Primary Runway Length

There are multiple costs associated with, and included in, the total cost for the Primary Runway Length objective. The costs are calculated for the following items: pavement to extend the runway, additional runway lights, pavement to extend the parallel taxiway, additional taxiway lights, relocation of PAPIs or REILs as necessary, and land acquisition to the Building Restriction Line (BRL) and Runway Protection Zone (RPZ). Costs to extend the parallel taxiway are included if the airport already has a full parallel taxiway.

The unit costs include: $300 per square yard for Commercial Service Airports, $200 per square yard for Business Airports, and $100 per square yard for Intermediate Airports. No cost estimates for Local Airports are used since the objective for Local Airports is to maintain existing runway length. The difference in price is due to the thickness of the pavement used for each classification. Varying soil types and grading were considered on a system-wide basis in general terms without analyzing the individual airport situation.

Runway and taxiway lights required for the length of the extension are estimated at $50 per linear foot and $45 per linear foot respectively. Costs for taxiway pavement are slightly less than runway pavement. These costs are $200 per square yard for Commercial Service Airports, $175 per square yard for Business Airports, and $100 per square yard for Intermediate Airports. Again, no costs for taxiway pavement for Local Airports are needed since the objective for Local Airports is to maintain the existing runway length and no Local Airport runway extensions are included in the AIIP. Land acquisition is determined on a per acre basis. Property surrounding Commercial Service Airports is estimated to cost $10,000 per acre, $8,000 per acre for Business Airports, and $6,000 per acre for Intermediate and Local Airports.

A runway extension is considered an action normally requiring an EA. As such, an EA is included in the AIIP for those airports requiring an extension.

A runway extension for airports with primary runway lengths less than but within 500 feet of the objective runway length for their respective classification is not included. Runway extensions of less than 500 feet are, in many cases, not constructed because it is often not a cost-effective airport improvement.

9.2.5.28 Primary Runway Edge Lighting

The cost applied to this objective for upgrading MILRs to HIRLs is $50 per linear-foot. The cost to install MIRLs for Business, Intermediate and Local Paved Airports is also estimated at $50 per linear-foot. The same cost estimate is used for both a lighting upgrade and a completely new system. Lighting upgrade costs include removing any MIRLs, LIRLs or reflectors if needed. The objective for Local Non-Paved Airports is to have runway edge markers. For these airports, the cost for runway edge cones is included and is estimated at $100 per cone (200 foot spacing).

9.2.5.29 Runway Protection Zone Ownership

Ownership of all existing federal RPZs is included in the plan based on objectives outlined in **Chapter 5**. Aeronautics supplied an inventory of RPZ ownership for each airport which was used to determine costs for this objective. A per acre cost of $10,000 for fee purchase is assumed at Commercial Service and $8,000 at Business Airports. This cost assumes higher land values near Commercial Service and Business Airports since they are located in larger communities. A cost of $6,000 per acre in fee is assumed at Intermediate Airports. This cost assumes that land values are less in smaller communities. No cost estimates are included for Local Airports since RPZ ownership is not an objective.

These costs include only the actual cost of the land and do not include any associated legal fees. Land acquisition can sometimes require an EA. The cost of an EA for the purpose of acquiring property in the RPZ is included in the AIIP. These factors can be further analyzed at the local level to determine the need for an EA.

Some WACIP projects include purchasing portions of land in the existing RPZs. In these instances, the AIIP project costs included a cost to also purchase the remaining needed property for ownership of the RPZs.

9.2.5.30 Runway Safety Areas

Many of the RSA objectives not met are due to the existing grading of the RSA or existing objects within the RSA. The size of the RSA was calculated to determine the area needed to meet FAA requirements or the area where objects need to be cleared. A cost of $10 per square yard is applied to these areas to determine the total cost of complying with RSA standards.

9.2.5.31 Primary Runway Strength

The costs associated with increasing the primary runway pavement strength assume that a runway overlay will be completed to strengthen the pavement. The costs associated with pavement strengthening for these classifications are $95 per square yard for Commercial Service Airports, $85 per square yard for Business Airports, $40 per square yard for Intermediate Airports, and $30 per square yard for Local Paved Airports. In addition, an EA may be required since increasing the pavement strength has the potential to increase off-airport noise impacts over noise sensitive land uses. As such, an EA is included in the AIIP for those airports requiring a pavement strength upgrade. The impacts of the pavement strength upgrade should be evaluated at the local level to determine the need for an EA.

9.2.5.32 Primary Runway Width

Runway width is determined by the ARC of the Airport. The cost associated with this objective is the same as the runway pavement costs associated with Runway Length which is $300 per square yard for a Commercial Service Airport, $200 per square yard for a Business Airport, $100 per square yard for an Intermediate Airport and $80 per square yard for a Local Paved Airport. Also included within the total cost of this objective is the cost to relocate the runway lights to account for a wider runway.

9.2.5.33 Taxiway Type and Width

Taxiway objectives include widening and lengthening the taxiway or a change in taxiway type from either a connector to partial parallel taxiway or partial parallel to full parallel taxiway. The costs for taxiway pavement are slightly less than those associated with runway pavement. These costs are $200 per square yard for Commercial Service Airports, $175 per square yard for Business Airports, and $100 per square yard for Intermediate Airports. No cost estimates are used for Local Paved or Non-Paved Airports since the objective is to maintain existing taxiways.

Building a full-length parallel taxiway has the potential for environmental impacts. As such, an EA is included in the AIIP for those airports requiring new pavement for a full-length parallel taxiway.

9.2.5.34 Taxiway Lighting

In addition to widening and increasing the length in taxiways, taxiway lighting may also need to be updated. The cost to install MITLs is $45 per linear foot (this cost includes removal of reflectors if needed). The cost to install taxiway reflectors is $5 per linear foot.

9.2.5.35 Terminal Building

All of the airports meet the terminal building objectives. Therefore, no costs for the construction of a terminal building are included in the Implementation Plan.

9.2.5.36 Visual Aids

Costs were included to meet the visual aid objective for each Airport. This section includes:

- Runway End Identifier Lights (REILs)
- Precision Approach Path Indicators (PAPIs)
- Visual Approach Path Indicators (VASIs)
- Beacons and Wind Cones

These types of equipment all provide visual guidance to pilots whether that is to locate the airport, determine wind direction and velocity, maintain a safe descent angle when approaching a runway, or to visually locate the runway threshold.

The costs for airports which have a PAPI or REIL on one end to add one on the other end are $100,000 and $30,000 respectively. The costs to add PAPIs or REILs to both ends of a runway are estimated to be $200,000 and $60,000 respectively. Installation of a beacon is $55,000 and a non-lighted wind cone $40,000. Relocation of a lighted wind cone is estimated at $60,000 at airports where other development (parallel taxiway construction for example) requires the relocation.

9.2.5.37 Weather Reporting Facilities

A lump sum cost estimate was developed for AWOS and ASOS systems needed at each airport and is estimated at $75,000 for AWOS and $100,000 for ASOS. These costs include purchase, installation of the weather reporting equipment and a connection to NADIN. For airports with an AWOS or ASOS not connected to NADIN or the NWS a lump sum cost of $1,000 is programmed.

9.2.5.38 Airport Website

For Commercial Service and Business Airports not meeting the airport website measure identified in **Chapter 6** under the goal of "Promote Educational Activities and Raise Public Awareness of the Aviation System and its Value," a cost of $1,000 is included for an airport website. This cost assumes a basic website with general airport information. It is common that airports will chose to spend more money developing a more advanced and in depth website, especially at Commercial Service Airports which often provide additional information such as current airline flight schedules, as suggested in **Chapter 8**.

9.2.5.39 Wind Coverage

The crosswind component used to determine wind coverage crosswind component for each airport is determined by the ARC. Some of the airports not meeting the objective do not have current wind coverage data to properly evaluate if the airports are in fact meeting the objective. Therefore, a cost of $1,000 is included in the plan to obtain and evaluate this data for these airports.

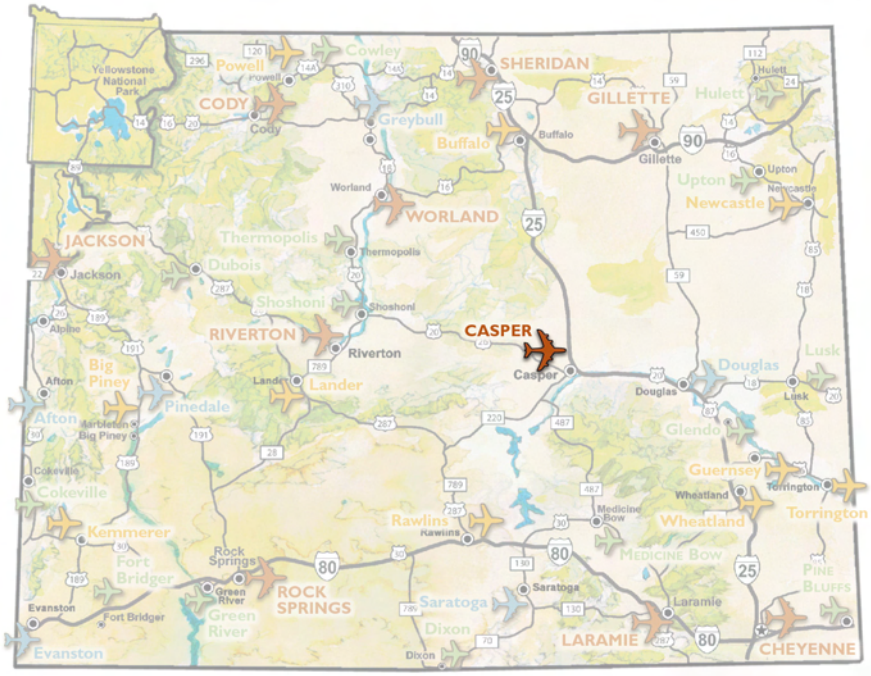
For airports with current wind data that indicates wind coverage is less than the required 95% for the crosswind component for the ARC, a cost of constructing a crosswind runway has been included. The cost is based on a paved crosswind runway length equal to the length of the primary runway. AC 150/5325-4b, *Runway Length*, states that crosswind runways should be built to 100% of the recommended runway length of the primary runway. Since this recommended runway length should be evaluated at the local level, for the purposes of this study, the existing primary runway length is used in place of the recommended runway length. An ARC of B-II and a pavement strength of 12,500 lbs SWG was also assumed. The master planning process can identify the recommended runway length, ARC and pavement strength as well as establish other local recommendations for crosswind runway design. All facilities related to the runway including PAPIs/VASIs, REILS, runway lights, taxiways and RPZ ownership are included in the crosswind runway cost so as to meet the requirements of each respective airport's classification.

9.3 Airport Implementation Plans

The following section contains airport report cards and Implementation Plans for each of the 40 airports in the Wyoming Aviation System.

Casper – Natrona County International Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
CPR	Commercial	Yes	D-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
85	85	88	85	93	85	103

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
61,297	61,297	62,939	61,297	64,624	61,297	68,132

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
76,908	77,991	84,913	79,089	93,750	80,202	103,508	81,331	114281

REPORT CARD			
CPR	**Natrona County International Airport**	**Casper**	**Commercial**
Facility/Service Objectives	Objective	CPR	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	D-III	Yes
Runway Length	6800 Feet	10162 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 170000	Yes
Taxiway	Full Parallel - Width = 35 Feet	Full Parallel - Width = 75 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	100.00%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 502	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	**No**
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Aircraft De-icing System	De-icing - Yes	Yes
De-icing Containment System	De-icing Containment System	Containment System - Yes	Yes
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	12/2004	Yes
Airport Layout Plan	Less than 5 years old	12/2004	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	12/2004	Yes
Pavement Maintenance Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership	Yes	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Natrona County International Airport **CPR** **Casper** **Commercial**

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2014)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2024)	WACIP Identified Project	$300,000.00
Airport Layout Plan (2009)		$150,000.00
Airport Layout Plan (2014)		$150,000.00
Land Use Protection Plan		$60,000.00
Minimum Standards		$60,000.00
Total AIIP Costs		**$1,020,000.00**

WACIP Identified Projects[3]

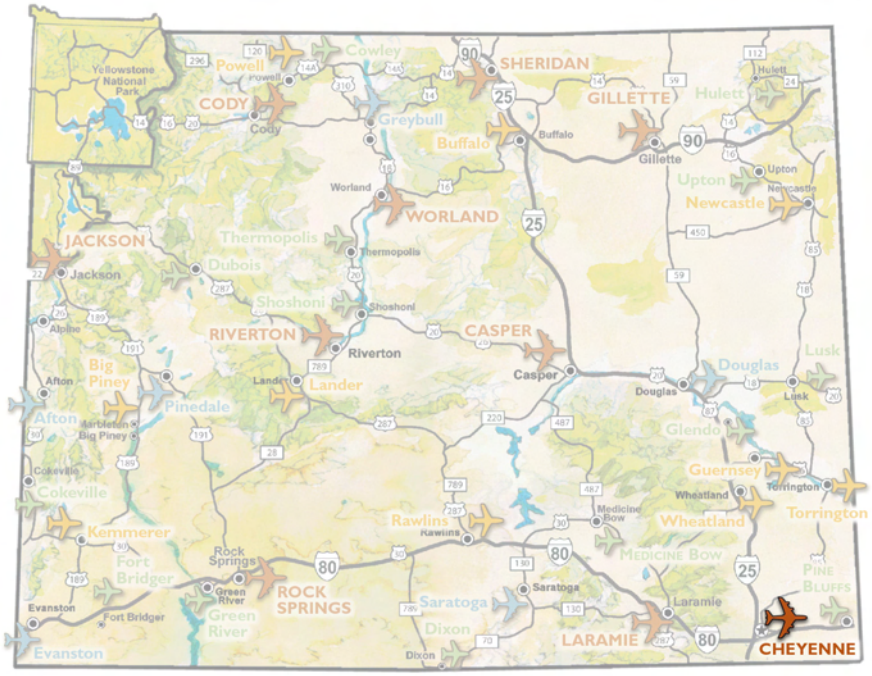
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Apron		$36,500.00
Pavement Maintenance		$1,568,684.00
Landside Improvements:		
Terminal		$270,263.00
Hangars		$1,473,685.00
Airport Equipment		$849,822.00
Administration:		
ARFF Training		$180,000.00
Air Service Improvement		$120,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Taxiway		$1,052,632.00
Pavement Maintenance		$140,000.00
Landside Improvements:		
Hangars		$2,736,843.00
Airport Equipment		$120,000.00
Administration:		
ARFF Training		$240,000.00
Air Service Improvement		$160,000.00
Long-term (2017-2027)		
Airside Improvements:		
Pavement Maintenance		$4,210,000.00
Cargo Area Construction		$2,105,263.00
Landside Improvements:		
Airport Equipment		$650,000.00
Administration:		
Airport Master Plan (2024)	AIIP Identified Project	$300,000.00
Cargo Area Planning/Design		$200,000.00
Total WACIP Identified Projects:		**$16,413,692.00**

Total Costs (2007-2027)[1]	**$17,133,692.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Cheyenne – Cheyenne Regional-Jerry Olsen Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
CYS	Commercial	Yes	C-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
77	78	83	79	90	82	107

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
58,953	58,953	59,932	58,953	60,928	58,953	62,968

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
16,766	17,036	18,511	17,310	20,438	17,589	22,565	17,872	24,913

REPORT CARD			
CYS	**Cheyenne Regional Airport**	**Cheyenne**	**Commercial**
Facility/Service Objectives	Objective	CYS	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-III	Yes
Runway Length	7400 Feet	9270 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 140000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 60 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.06%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Security Fence	Yes
Hangars	100% of Based Aircraft	50%	**No**
Lighted Hangar Areas	Lighted Hangar Areas	No	**No**
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 180	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms - 24/7	Yes – 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - Yes	Yes
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	04/2007	Yes
Airport Layout Plan	Less than 5 years old	04/2007	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	06/1992	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	Yes	Yes
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Cheyenne Regional-Jerry Olsen Field	CYS	Cheyenne	Commercial

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Landside Improvements:		
Hangars	(38 Hangars)	$3,040,000.00
Lighted Hangar Areas		$500,000.00
Administration:		
Airport Master Plan/ALP[1]/Noise Contour Map (2017)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$300,000.00
Airport Layout Plan (2012)		$150,000.00
Airport Layout Plan (2022)		$150,000.00
Environmental Assessment (Land Acquisition RPZs)		$500,000.00
Fee/easement Ownership of existing RPZs		$840,000.00
Total AIIP Costs		**$5,780,000.00**

WACIP Identified Projects[2]

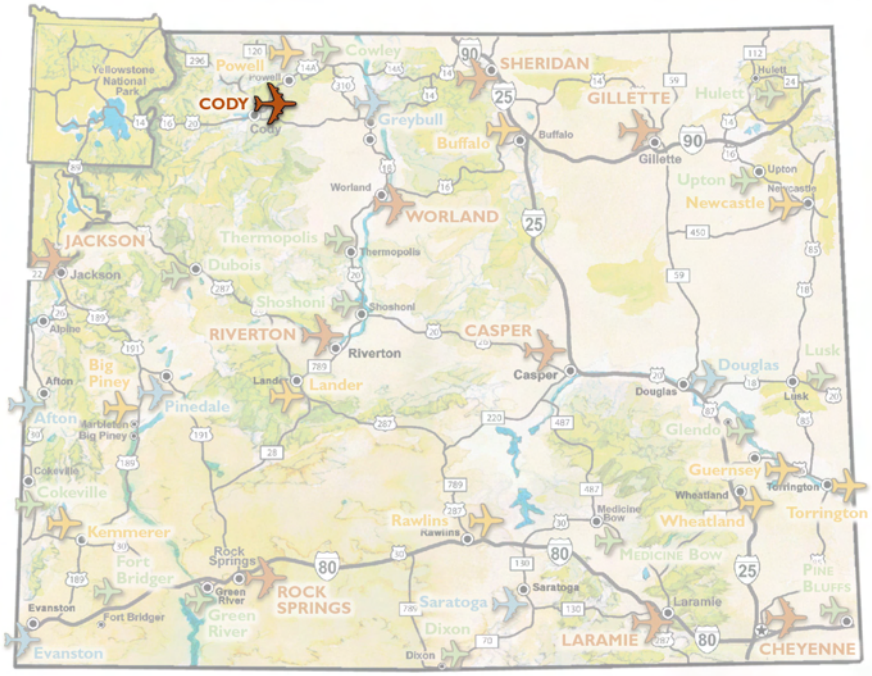
Project Description	*Estimated Cost*
Short-term (2007-2011)	
Airside Improvements:	
Pavement Maintenance	$10,065,022.00
Landside Improvements:	
Terminal	$553,000.00
Airport Equipment	$564,316.00
Storm Water Control	$210,526.00
Administration:	
Airport Master Plan (2007)	$315,789.00
Air Service Improvement	$120,000.00
Mid-term (2012-2016)	
Airside Improvements:	
Pavement Maintenance	$40,000.00
Landside Improvements:	
Terminal	$1,052,632.00
Airport Equipment	$29,000.00
Administration:	
Air Service Improvement	$40,000.00
Long-term (2017-2027)	
Airside Improvements:	
Taxiway	$2,200,000.00
Pavement Maintenance	$4,342,105.00
Landside Improvements:	
Terminal	$3,684,211.00
Services:	
Fuel	$375,000.00
Administration:	
Air Service Improvements	$40,000.00
Total WACIP Identified Projects:	**$23,631,601.00**

Total Costs (2007-2027)	**$29,411,601.00**

[1] ALP – Airport Layout Plan
[2] WACIP dated September 2008

Cody – Yellowstone Regional Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
COD	Commercial	Yes	D-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
57	58	59	59	63	61	70

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
38,285	38,901	40,198	39,528	42,207	40,811	46,630

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
26,799	27,421	29,588	28,058	32,668	28,709	36,068	29,375	39,822

REPORT CARD			
COD	**Yellowstone Regional Airport**	**Cody**	**Commercial**
Facility/Service Objectives	Objective	COD	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	D-III	Yes
Runway Length	6700 Feet	8268 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	HIRL	MIRL	**No**
Pavement Strength	Dual 55000 lbs	Dual 80000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Non-Precision	**No**
Approach Lighting System	MALSR (one end)	MALSR - None MALS - None ODALS - None	**No**
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.69%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	**No**
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 170	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - No	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	**No**
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	**No**
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	09/2006	Yes
Airport Layout Plan	Less than 5 years old	09/2006	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Yellowstone Regional Airport	COD	Cody	Commercial

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Lights		$420,000.00
Instrument Approach Type		$710,000.00
Approach Lighting System		$600,000.00
Landside Improvements:		
Hangars	(14 Hangars)	$1,120,000.00
Services:		
Aircraft De-icing Containment System		$1,000,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2016)	WACIP Identified Project	$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2026)		$300,000.00
Airport Layout Plan (2011)		$150,000.00
Airport Layout Plan (2021)	WACIP Identified Project	$65,000.00
Environmental Assessment (Instrument Approach Type)		$500,000.00
Minimum Standards		$60,000.00
Total AIIP Costs		**$5,035,000.00**

WACIP Identified Projects[3]

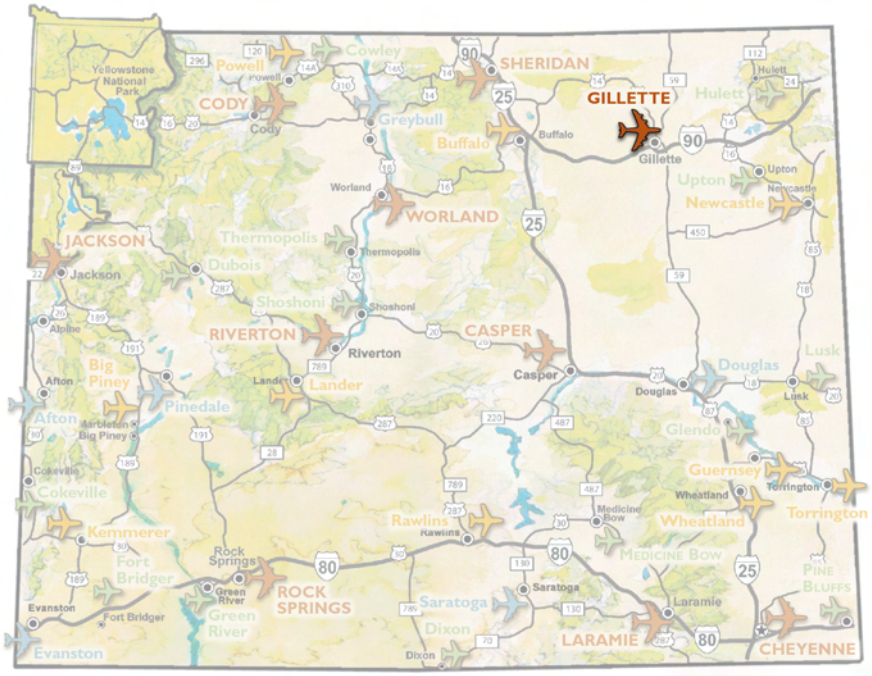
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Landside Improvements:		
Terminal		$9,339,921.00
Administration:		
Air Service Improvement		$180,000.00
Mid-term (2012-2016)		
Landside Improvements:		
Hangar		$315,789.00
Airport Equipment		$236,842.00
Administration:		
Air Service Improvement		$60,000.00
Long-term (2017-2027)		
Airside Improvements:		
Taxiway		$550,000.00
Apron		$750,000.00
Pavement Maintenance		$1,150,000.00
Landside Improvements:		
Terminal		$2,500,000.00
Airport Equipment		$300,000.00
Fence		$1,052,632.00
Administration:		
Airport Master Plan (2016)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2021)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects:		**$16,610,184.00**

Total Costs (2007-2027)[1]	**$21,470,184.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Gillette – Gillette-Campbell County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
GCC	Commercial	Yes	C-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
53	54	56	55	59	56	66

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
19,105	19,105	19,578	19,105	20,062	19,105	21,067

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
25,647	27,210	28,316	28,868	31,264	30,627	34,517	32,493	38,110

REPORT CARD			
GCC	**Gillette-Campbell County Airport**	**Gillette**	**Commercial**
Facility/Service Objectives	Objective	GCC	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-III	Yes
Runway Length	6400 Feet	7500 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 110000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.47%	Yes
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 300	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes – Not 24 Hour	**No**
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing System	De-icing - Yes	Yes
De-icing Containment System	De-icing Containment System	Containment System - Yes	Yes
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	2001	Yes
Airport Layout Plan	Less than 5 years old	01/2001 (Update in progress)	**No**
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Gillette-Campbell County Airport | **GCC** | **Gillette** | **Commercial**

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Airside Improvements:		
RSA		$785,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2011)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2021)	WACIP Identified Project	$369,000.00
Airport Layout Plan (2016)		$150,000.00
Airport Layout Plan (2026)		$150,000.00
Minimum Standards		$60,000.00
Total AIIP Costs		**$1,814,000.00**

WACIP Identified Projects[3]

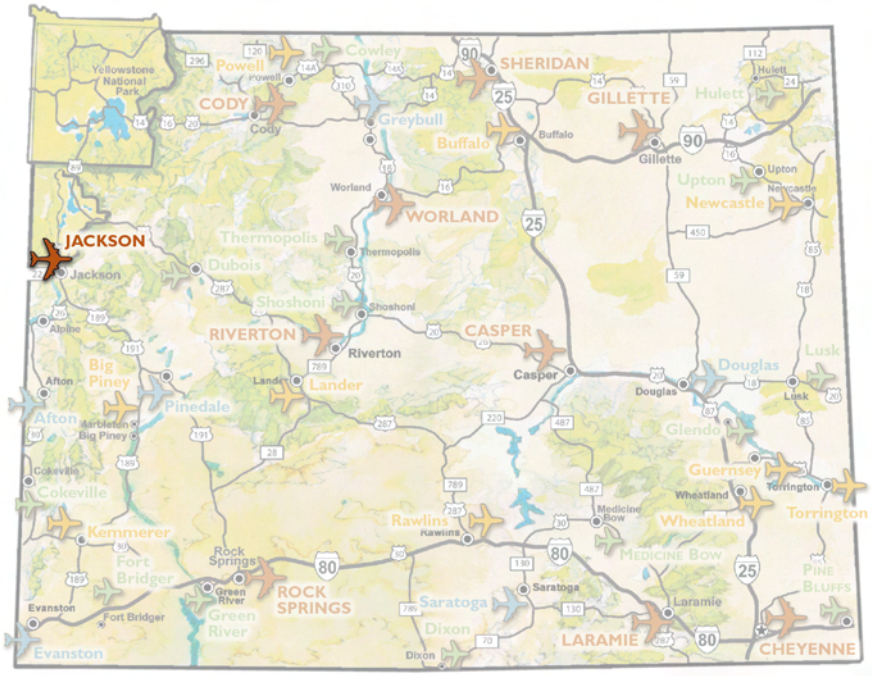
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Apron		$1,052,632.00
Pavement Maintenance		$394,737.00
Visual Aids		$26,412.00
Landside Improvements:		
Land Acquisition		$1,052,632.00
Airport Access		$842,105.00
Administration:		
Air Service Improvement		$120,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Taxiway		$1,052,632.00
Apron		$1,052,632.00
Pavement Maintenance		$7,368,421.00
Visual Aids		$86,000.00
Administration:		
Air Service Improvement		$120,000.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$1,000,000.00
Land Acquisition		$30,000.00
Pavement Maintenance		$1,100,000.00
Landside Improvements:		
Hangars		$1,350,000.00
Land Acquisition		$250,000.00
Administration:		
Airport Master Plan (2021)	AIIP Identified Project	$369,000.00
Environmental Assessment		$492,000.00
Total WACIP Identified Projects:		**$17,759,203.00**

Total Costs (2007-2027)[1]	**$19,204,203.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Jackson – Jackson Hole Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
JAC	Commercial	Yes	C-IV



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
47	48	51	48	56	50	68

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
30,605	31,098	37,343	31,599	45,565	32,624	67,837

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
277,361	306,079	306,229	337,770	338,102	372,743	373,291	411,336	412,144

REPORT CARD			
JAC	**Jackson Hole Airport**	**Jackson**	**Commercial**
Facility/Service Objectives	Objective	JAC	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-IV	Yes
Runway Length	7600 Feet	6300 Feet	**No**
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 200000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 75 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR – None MALS – Both Ends ODALS - None	**No**
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	-	**No**
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 550	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - No	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	**No**
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	01/1998 (Update in Progress)	**No**
Airport Layout Plan	Less than 5 years old	02/2000 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	05/2004	Yes
Pavement Management Plan	On record with Aeronautics	No	**No**
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Jackson Hole Airport	JAC	Jackson	Commercial

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Length (Primary)		$9,500,000.00
Approach Lighting System		$275,000.00
Wind Coverage		$1,000.00
Services:		
De-icing containment system	WACIP Identified Project	$1,052,632.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$300,000.00
Airport Layout Plan (2012)		$150,000.00
Airport Layout Plan (2022)		$150,000.00
Environmental Assessment (Runway Length)		$500,000.00
Environmental Assessment (Land Acquisition RPZs)		$500,000.00
Land Use Protection Plan		$60,000.00
Minimum Standards		$60,000.00
Fee/easement Ownership of existing RPZs		$245,000.00
Total AIIP Costs		**$13,093,632.00**

WACIP Identified Projects[3]

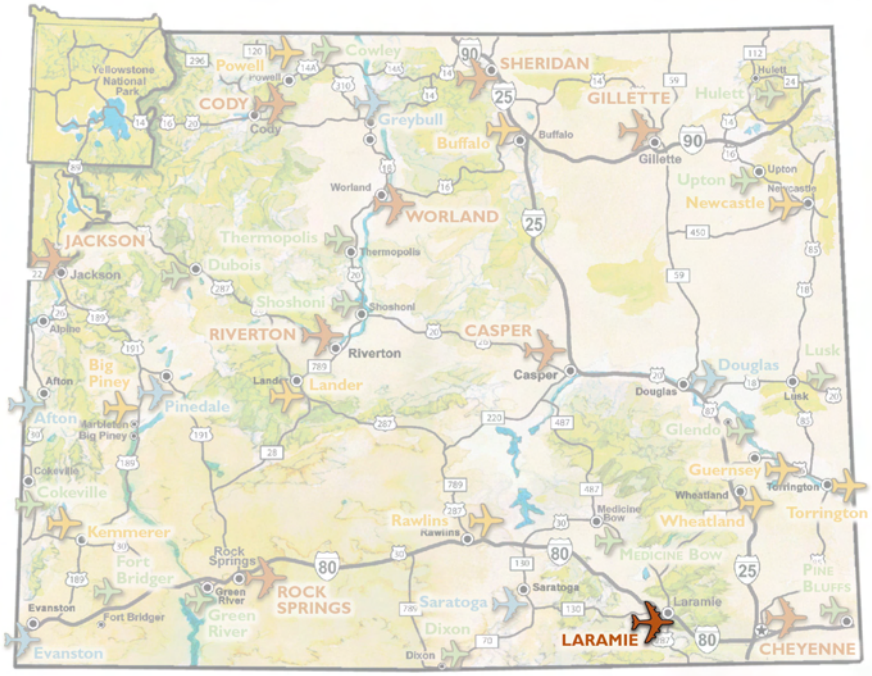
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway		$3,300,222.00
Pavement Maintenance		$20,000.00
Landside Improvements:		
Terminal		$8,356,605.00
Administration:		
Noise Monitoring		$526,316.00
Mid-term (2012-2016)		
No Mid-term projects requested on CIP		$0.00
Long-term (2017-2027)		
Airside Improvements:		
Taxiway		$1,265,684.00
Services:		
Deicing Containment System	AIIP Identified Project	$1,052,632.00
Total WACIP Identified Projects:		**$14,521,459.00**

Total Costs (2007-2027)[1]	**$26,562,459.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Laramie – Laramie Regional Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
LAR	Commercial	Yes	C-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
39	39	41	38	44	38	49

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
10,090	10,090	10,340	10,090	10,595	10,090	11,126

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
9,939	9,855	10,973	9,771	12,116	9,689	12,377	9,606	14,769

REPORT CARD			
LAR	**Laramie Regional Airport**	**Laramie**	**Commercial**
Facility/Service Objectives	Objective	LAR	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-III	Yes
Runway Length	8500 Feet	8500 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	MIRL	**No**
Pavement Strength	Dual 55000 lbs	Dual 105000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Partial Parallel - Width = 60 Feet	**No**
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Non-Precision	**No**
Approach Lighting System	MALSR (one end)	MALSR - None MALS - None ODALS - None	**No**
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.33%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Area	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 30	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	**No**
Food	Restaurant Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Minor Airframe & Powerplant	**No**
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	**No**
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	01/1993 (Update in Progress)	**No**
Airport Layout Plan	Less than 5 years old	09/2002 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	Yes	Yes
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Laramie Regional Airport	LAR	Laramie	Commercial

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Lights	WACIP Identified Project	$535,000.00
Taxiway	WACIP Identified Project	$1,684,211.00
Instrument Approach Type		$105,000.00
Approach Lighting System		$600,000.00
Services:		
De-icing Containment System	WACIP Identified Project	$440,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)	WACIP Identified Project	$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$300,000.00
Airport Layout Plan (2012)		$150,000.00
Airport Layout Plan (2022)	WACIP Identified Project	$65,000.00
Environmental Assessment (Instrument Approach Type)		$500,000.00
Land Use Protection Plan		$60,000.00
Total AIIP Costs		**$4,549,211.00**

WACIP Identified Projects[3]

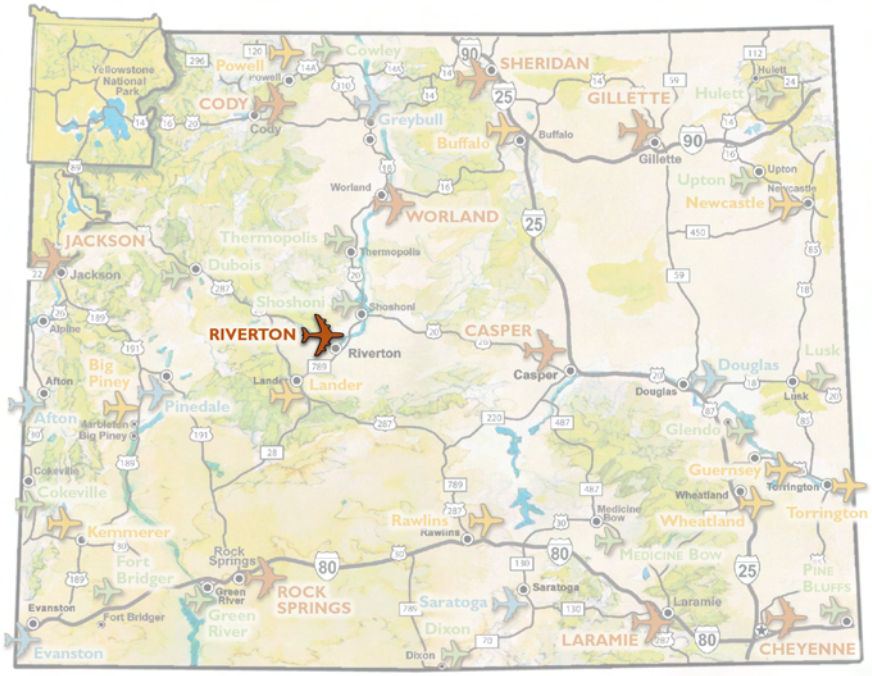
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway	AIIP Identified Project	$1,684,211.00
Instrument Approach Type		$47,000.00
Pavement Maintenance		$2,315,790.00
Administration:		
Environmental Assessment		$210,526.00
Air Service Improvement		$60,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Runway		$1,052,632.00
Long-term (2017-2027)		
Airside Improvements:		
Runway Lights	AIIP Identified Project	$535,000.00
Taxiway		$830,000.00
Apron		$800,000.00
Landside Improvements:		
Airport Access		$300,000.00
Services:		
Deicing Containment System	AIIP Identified Project	$440,000.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2022)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects:		**$8,450,159.00**

Total Costs (2007-2027)[1]	**$10,165,159.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Riverton – Riverton Regional Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
RIW	Commercial	Yes	C-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
34	34	37	35	40	36	49

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8,423	8,478	9,694	8,533	11,156	8,645	14,776

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
15,831	15,942	17,479	16,054	19,298	16,167	21,306	16,208	23,524

REPORT CARD			
RIW	**Riverton Regional Airport**	**Riverton**	**Commercial**
Facility/Service Objectives	Objective	RIW	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-II	Yes
Runway Length	7700 Feet	8203 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 110000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - One End VASI - One End REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.84%	Yes
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	**No**
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 154	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	**No**
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	**No**
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	11/2000	Yes
Airport Layout Plan	Less than 5 years old	11/2000 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	10/2000	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee or Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Riverton Regional Airport	RIW	Riverton	Commercial

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Airside Improvements:		
RSA		$100.00
Landside Improvements:		
Hangars	(9 Hangars)	$720,000.00
Services:		
De-icing Containment System	WACIP Identified Project	$770,000.00
Administration::		
Airport Master Plan/ALP[2]/Noise Contour Map (2010)	WACIP Identified Project	$263,158.00
Airport Master Plan/ALP/Noise Contour Map (2020)		$300,000.00
Airport Layout Plan (2015)		$150,000.00
Airport Layout Plan (2025)		$150,000.00
Minimum Standards		$60,000.00
Environmental Assessment (Land Acquisition RPZs)		$500,000.00
Fee/easement Ownership of existing RPZs		$100,000.00
Total AIIP Costs		**$3,013,258.00**

WACIP Identified Projects[3]

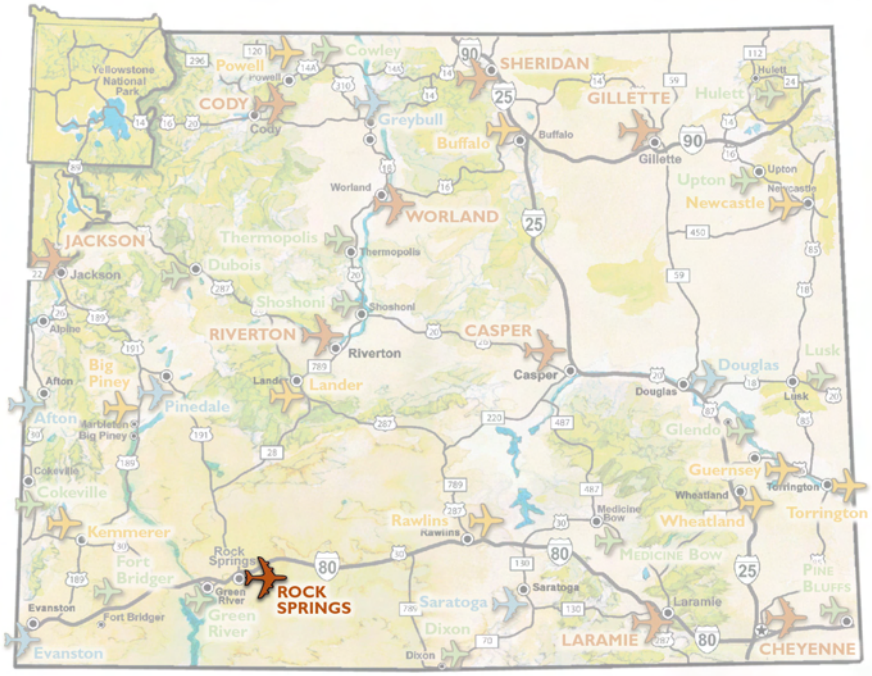
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$8,438,725.00
Administration:		
Air Service Improvement		$15,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$1,315,789.00
Administration:		
Airport Master Plan (2010)	AIIP Identified Project	$263,158.00
Air Service Improvement		$15,000.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$12,243,600.00
Taxiway		$1,052,632.00
Pavement Maintenance		$3,042,948.00
Landside Improvements:		
Utilities		$1,000,000.00
Services:		
Deicing Containment System	AIIP Identified Project	$770,000.00
Administration:		
Environmental Assessment		$180,000.00
Air Service Improvements		$15,000.00
Total WACIP Identified Projects:		**$28,351,852.00**

Total Costs (2007-2027)[1]	**$30,331,952.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Rock Springs – Rock Springs - Sweetwater County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
RKS	Commercial	Yes	C-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
49	50	52	50	57	52	68

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
17,017	17,291	18,170	17,569	19,401	18,140	22,120

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
21,791	20,965	24,059	20,170	26,563	19,405	29,328	18,670	32,380

REPORT CARD			
RKS	**Rock Springs - Sweetwater County Airport**	**Rock Springs**	**Commercial**
Facility/Service Objectives	Objective	RKS	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-III	Yes
Runway Length	8000 Feet	10000 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 110000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - One End	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.82%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	**No**
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 420	Yes
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	None	**No**
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	**No**
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	2003	Yes
Airport Layout Plan	Less than 5 years old	02/2003	**No**
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Rock Springs - Sweetwater County Airport	RKS	Rock Springs	Commercial

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Landside Improvements:		
Hangars	(13 Hangars)	$1,040,000.00
Services:		
De-icing Containment System		$1,000,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2013)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2023)	WACIP Identified Project	$150,000.00
Airport Layout Plan (2008)		$150,000.00
Airport Layout Plan (2018)		$150,000.00
Minimum Standards		$60,000.00
Total AIIP Costs		**$2,850,000.00**

WACIP Identified Projects[3]

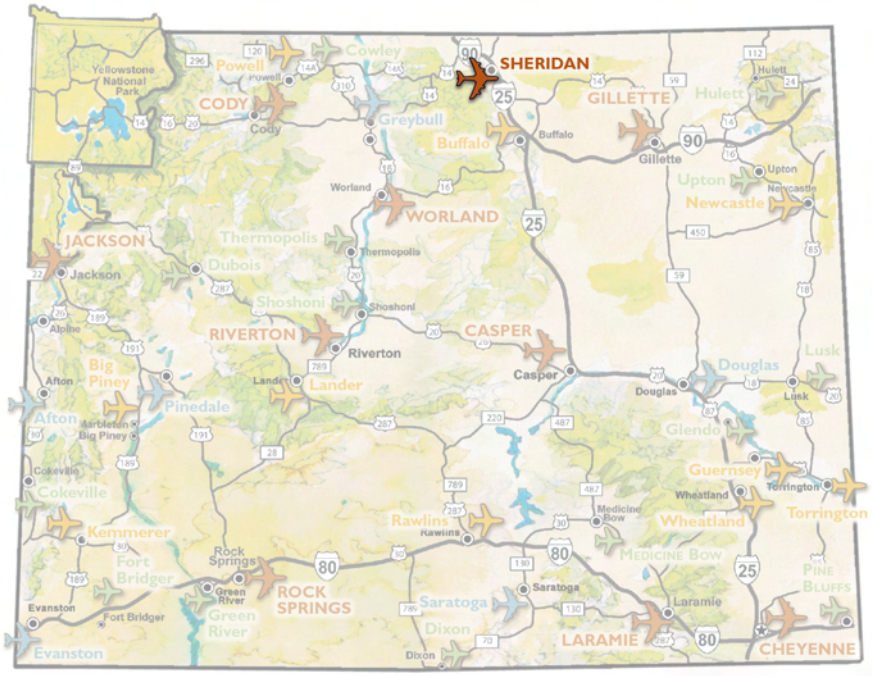
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway		$2,105,264.00
Pavement Maintenance		$842,105.00
Landside Improvements:		
Terminal		$210,526.00
Hangar		$1,199,849.00
Mid-term (2012-2016)		
Airside Improvements:		
Taxiway		$4,631,579.00
Pavement Maintenance		$1,684,211.00
Landside Improvements:		
Airport Equipment		$526,315.00
Long-term (2017-2027)		
Airside Improvements:		
Visual Aids		$15,000.00
Landside Improvements:		
Terminal		$289,474.00
Airport Access		$263,158.00
Administration:		
Airport Master Plan (2023)	AIIP Identified Project	$150,000.00
Total WACIP Identified Projects:		**$11,917,481.00**

Total Costs (2007-2027)[1]	**$14,617,481.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Sheridan – Sheridan County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
SHR	Commercial	Yes	C-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
88	89	94	91	101	94	119

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
37,230	37,830	41,186	38,439	45,561	39,687	55,757

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
20,978	21,615	23,161	22,271	25,572	22,947	28,234	23,644	31,172

REPORT CARD			
SHR	**Sheridan County Airport**	**Sheridan**	**Commercial**
Facility/Service Objectives	Objective	SHR	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-III	Yes
Runway Length	6400 Feet	8300 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 75000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 60 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.67%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	**No**
Lighted Hangar Areas	Lighted Hangar Area	Yes	Yes
Paved Auto Parking	Essential	Yes Number of Spaces - 75	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes – Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - Yes	Yes
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	10/1996	**No**
Airport Layout Plan	Less than 5 years old	01/2008	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaision	No	**No**
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Sheridan County Airport	SHR	Sheridan	Commercial

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Landside Improvements:		
Hangars	(22 Hangars)	$1,760,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2007)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$300,000.00
Airport Layout Plan (2012)		$150,000.00
Airport Layout Plan (2022)		$150,000.00
Minimum Standards		$60,000.00
Environmental Assessment (Land Acquisition RPZs)		$500,000.00
Fee/easement Ownership of existing RPZs	WACIP Identified Project	$16,000.00
Total AIIP Costs		**$3,536,000.00**

WACIP Identified Projects[3]

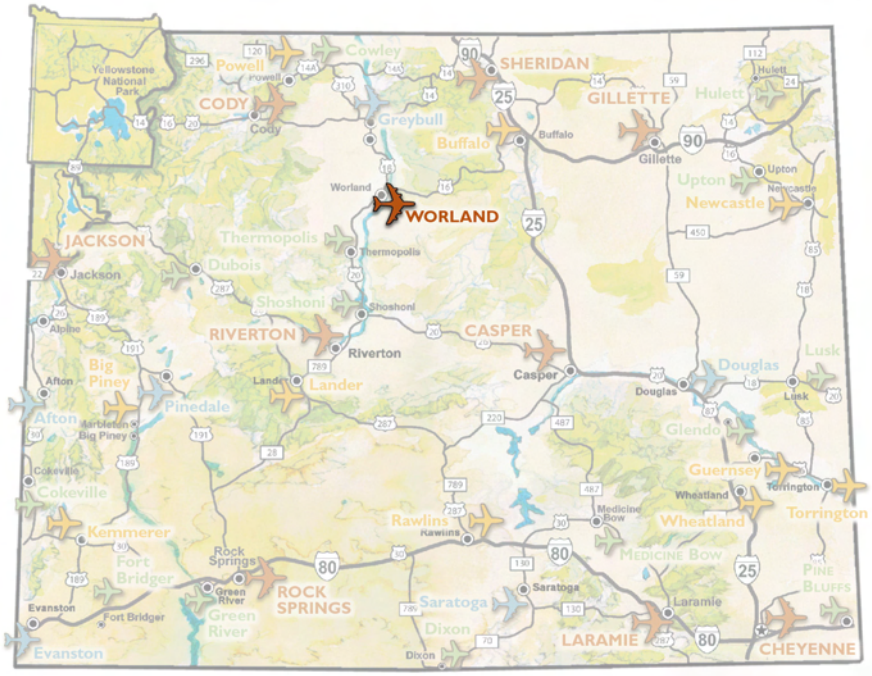
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Apron		$412,575.00
Visual Aids		$5,900.00
Land Acquisition	AIIP Identified Project	$16,000.00
Pavement Maintenance		$9,196,790.00
Landside Improvements:		
Weather Reporting		$3,400.00
Terminal		$419,000.00
Paved Auto Parking		$421,000.00
Administration:		
Air Service Improvement		$80,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Runway Lights		$210,526.00
Landside Improvements:		
Airport Equipment		$1,684,210.00
Administration:		
Air Service Improvement		$80,000.00
Long-term (2017-2027)		
Airside Improvements:		
Taxiway		$4,249,000.00
Apron		$3,625,000.00
Approach Lighting System		$659,000.00
Visual Aids		$830,000.00
Landside Improvements:		
Hangar		$596,000.00
Storm Water Control		$1,007,000.00
Administration:		
Environmental Assessment		$150,000.00
Total WACIP Identified Projects:		**$23,645,401.00**

Total Costs (2007-2027)[1]	**$27,165,401.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Worland – Worland Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
WRL	Commercial	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
13	13	14	13	16	12	20

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,180	4,247	4,790	4,316	5,488	4,456	7,205

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
3,719	3,671	4,106	3,623	4,533	3,577	5,005	3,530	5,526

REPORT CARD			
WRL	**Worland Municipal Airport**	**Worland**	**Commercial**
Facility/Service Objectives	Objective	WRL	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	B-II	**No**
Runway Length	6300 Feet	7005 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	HIRL	MIRL	**No**
Pavement Strength	Dual 55000 lbs	Dual 55000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Non-Precision	**No**
Approach Lighting System	MALSR (one end)	MALSR - None MALS - None ODALS - None	**No**
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.99%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Security Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 35	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	**No**
Food	Restaurant Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - No	**No**
De-icing Containment System	Containment System	Containment System - No	**No**
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	02/1999	Yes
Airport Layout Plan	Less than 5 years old	11/1999	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Worland Municipal Airport **WRL** **Worland** **Commercial**

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Lights		$350,000.00
Instrument Approach Type	WACIP Identified Project	$18,400,000.00
Approach Lighting System		$600,000.00
Services:		
De-icing Containment System		$1,350,000.00
Airport Website		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2009)		$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2019)	WACIP Identified Project	$110,000.00
Airport Layout Plan (2014)	WACIP Identified Project	$65,000.00
Airport Layout Plan (2024)		$150,000.00
Environmental Assessment (Instrument Approach Type)		$500,000.00
Land Use Protection Plan		$60,000.00
Minimum Standards		$60,000.00
Fee/easement Ownership of existing RPZs		$10,000.00
Total AIIP Costs		**$21,956,000.00**

WACIP Identified Projects[3]

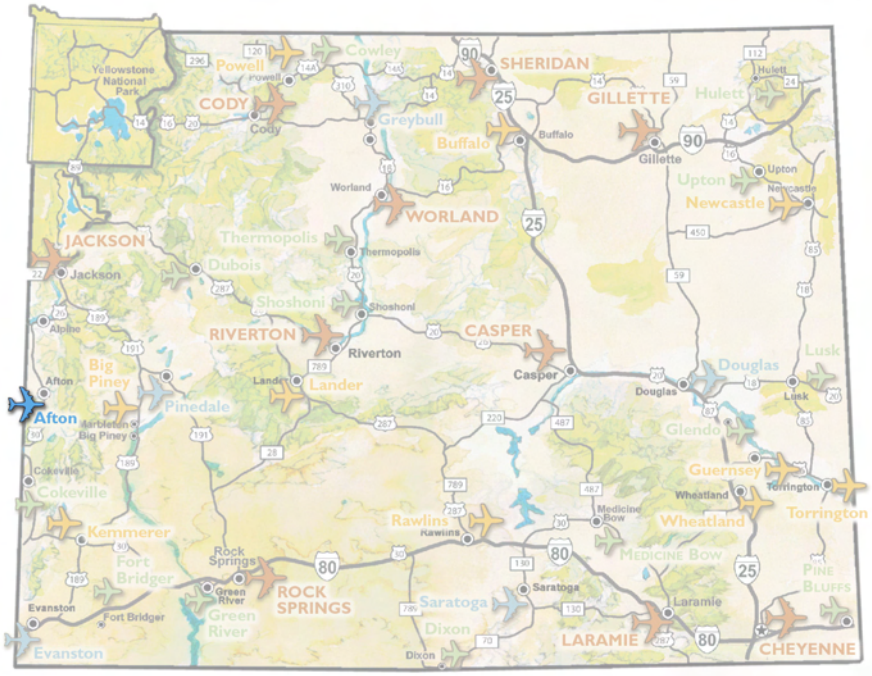
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Runway	AIIP Identified Project	$7,564,984.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$2,105,263.00
Landside Improvements:		
Airport Equipment		$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Runway	AIIP Identified Project	$1,052,632.00
Taxiway		$683,000.00
Landside Improvements:		
Terminal		$300,000.00
Pavement Maintenance		$200,000.00
Administration:		
Airport Master Plan (2019)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2014)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects:		**$12,238,774.00**

Total Costs (2007-2027)[1]	**$25,402,158.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP- Airport Layout Plan
[3] WACIP dated September 2008

Afton – Afton-Lincoln County Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
AFO	Business	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
40	41	46	41	56	43	81

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
12,200	12,396	1,736	12,596	17,800	13,005	15,971

REPORT CARD			
AFO	**Afton-Lincoln County Municipal Airport**	**Afton**	**Business**
Facility/Service Objectives	Objective	AFO	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-II	Yes
Runway Length	7300 Feet	7023 Feet	**No**
Runway Width	100 Feet	75 Feet	**No**
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Single 24000	**No**
Taxiway	Full Parallel, Width = 35 Feet	Partial Parallel - Width = 35 Feet	**No**
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.71%	Yes
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Field Fence	**No**
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 15	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Suggested	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	1992	**No**
Airport Layout Plan	Less than 5 years old	01/2002	**No**
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	01/2007	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee/Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Afton-Lincoln County Municipal Airport	AFO	Afton	Business

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Width[3]	WACIP Identified Project	$1,806,188.00
Pavement Strength[3]	WACIP Identified Project	$1,806,187.00
Taxiway	WACIP Identified Project	$832,009.00
RSA		$500,000.00
Landside Improvements:		
NADIN Connection		$1,000.00
Perimeter Fencing		$785,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2007)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00
Airport Layout Plan (2012)		$65,000.00
Airport Layout Plan (2022)	WACIP Identified Project	$100,000.00
Environmental Assessment (Taxiway Extension)		$350,000.00
Environmental Assessment (Pavement Strength)		$350,000.00
Minimum Standards		$50,000.00
Total AIIP Costs		**$7,095,384.00**

WACIP Identified Projects[4]

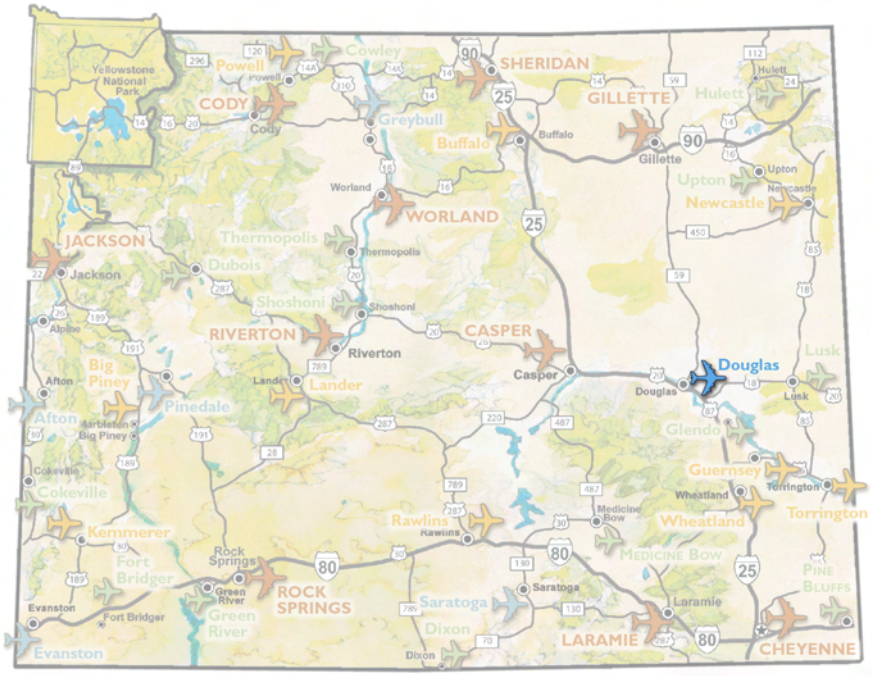
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Landside Improvements:		
Hangar		$403,250.00
Fence		$631,579.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$135,000.00
Long-term (2017-2027)		
Airside Improvements:		
Runway[3]	AIIP Identified Project	$3,612,375.00
Taxiway	AIIP Identified Project	$832,009.00
Pavement Maintenance		$281,250.00
Landside Improvements:		
Weather Reporting		$62,500.00
Taxilanes		$925,000.00
Land Acquisition		$1,125,000.00
Administration:		
Airport Layout Plan (2022)	AIIP Identified Project	$100,000.00
Total WACIP Identified Projects		**$8,107,963.00**

Total Costs (2007-2027)[1]	**$10,658,963.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WAICP Runway Cost was divided between two AIIP projects because it includes both runway widening and strengthening
[4] WACIP dated September 2008

Douglas – Converse County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
DGW	Business	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5,585	5,521	5,695	5,458	5,807	5,334	6,037

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
37	38	40	38	44	39	54

REPORT CARD			
DGW	**Converse County Airport**	**Douglas**	**Business**
Facility/Service Objectives	Objective	DGW	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	B-II	**No**
Runway Length	6700 Feet	6532 Feet	**No**
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Dual 40000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel – Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR – None MALS – None ODALS – None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI – Both Ends VASI – None REIL – One End Beacon – Yes Wind Cone – Yes Lighted Wind Cone – Yes	**No**
Wind Coverage	Greater than or Equal to 95%	98.71%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial – No General Aviation – Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter – Yes Type – Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces – 29	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car – No Taxi Service – Yes Courtesy Car – Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge – Yes Planning Room – Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes – 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes – 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant – No Vending Machines – Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing – No	**No**
De-icing Containment System	Suggested	Containment System – No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	11/1993	**No**
Airport Layout Plan	Less than 5 years old	05/1994	**No**
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	12/2001	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Converse County Airport **DGW** **Douglas** **Business**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
ARC		$148,000.00
Visual Aids		$30,000.00
Services:		
Aircraft De-icing System		$350,000.00
Airport Website		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2007)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)	WACIP Identified Project	$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$110,000.00
Airport Layout Plan (2012)	WACIP Identified Project	$157,895.00
Airport Layout Plan (2022)		$65,000.00
Environmental Assessment (ARC)		$350,000.00
Environmental Assessment (Land Acquisition RPZs)		$350,000.00
Minimum Standards		$50,000.00
Fee/easement Ownership of existing RPZs		$25,000.00
Total AIIP Costs		**$1,936,895.00**

WACIP Identified Projects[3]

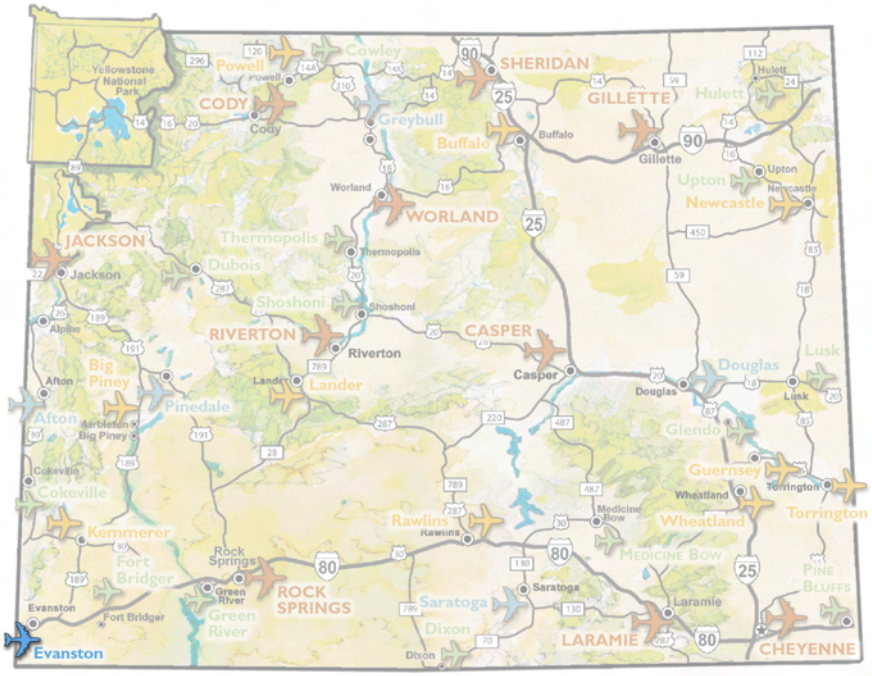
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Runway Lights		$397,389.00
Administration:		
Marketing		$6,500.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$402,494.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2012)	AIIP Identified Project	$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Pavement Strength		$1,900,000.00
Pavement Maintenance		$842,105.00
Landside Improvements:		
Hangar		$157,895.00
Total WACIP Identified Projects		**$3,974,278.00**

Total Costs (2007-2027)[1]	**$5,643,278.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Evanston – Evanston-Uinta County Burns Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
EVW	Business	Yes	C-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
18	18	20	18	22	18	26

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
6,080	6,178	6,859	6,277	7,737	6,481	9,847

REPORT CARD			
EVW	**Evanston-Uinta County Burns Field**	**Evanston**	**Business**
Facility/Service Objectives	Objective	EVW	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	B-II	**No**
Runway Length	8400 Feet	7300 Feet	**No**
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	HIRL	Yes
Pavement Strength	Single 30000 lbs	Single 30000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 36 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - One End MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.14%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 30	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	**No**
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Minor Airframe & Powerplant	**No**
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Suggested	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	02/1995 (Update in Progress)	**No**
Airport Layout Plan	Less than 5 years old	08/2001 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	02/1995	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee/Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Evanston-Uinta County Burns Field	EVW	Evanston	Business

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
ARC[3]		$0.00
Runway Length (Primary)	WACIP Identified Project	$3,000,000.00
Services:		
Airport Website		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)	WACIP Identified Project	$160,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00
Airport Layout Plan (2012)		$150,000.00
Airport Layout Plan (2022)	WACIP Identified Project	$65,000.00
Environmental Assessment (ARC)		$350,000.00
Environmental Assessment (Runway Length)		$350,000.00
Minimum Standards		$50,000.00
Total AIIP Costs		**$4,276,000.00**

WACIP Identified Projects[4]

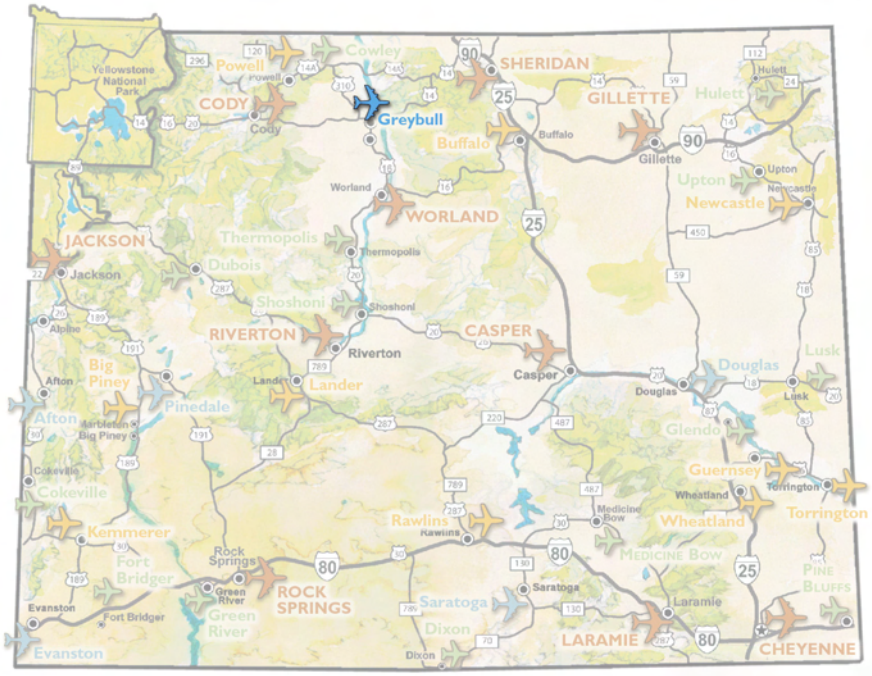
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway		$600,000.00
Pavement Maintenance		$340,000.00
Landside Improvements:		
Taxilane		$631,579.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$160,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Apron		$631,578.00
Long-term (2017-2027)		
Airside Improvements:		
Runway	AIIP Identified Project	$3,000,000.00
Apron		$1,250,000.00
Administration:		
Airport Layout Plan (2022)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects		**$6,678,157.00**

Total Costs (2007-2027)[1]	**$7,729,157.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] No airport improvements needed to meet the objective
[4] WACIP dated September 2008

Greybull – South Big Horn County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
GEY	Business	Yes	C-III



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
27	27	27	27	28	27	29

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,175	4,217	4,257	4,259	4,341	4,345	4,513

REPORT CARD			
GEY	**South Big Horn County Airport**	**Greybull**	**Business**
Facility/Service Objectives	Objective	GEY	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-III	Yes
Runway Length	6100 Feet	6302 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Dual 150000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Partial Parallel - Width = 50 Feet	**No**
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.68%	Yes
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	**No**
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	No Number of Spaces - -	**No**
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - No	**No**
De-icing Containment System	Suggested	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	01/2004	Yes
Airport Layout Plan	Less than 5 years old	03/2004	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

South Big Horn County Airport **GEY** **Greybull** **Business**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Taxiway[3]	WACIP Identified Project	$5,160,000.00
RSA[3]	WACIP Identified Project	$130,000.00
Pavement Maintenance[4]	WACIP Identified Project	$4,003,157.00
Landside Improvements:		
Hangars	(7 Hangars)	$560,000.00
Paved Auto Parking		$1,600,000.00
Services:		
Aircraft De-icing System		$350,000.00
Airport Website		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2014)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2024)	WACIP Identified Project	$110,000.00
Airport Layout Plan (2019)	WACIP Identified Project	$65,000.00
Environmental Assessment (Taxiway)		$350,000.00
Environmental Assessment (Land Acquisition RPZs)		$350,000.00
Land Use Protection Plan		$50,000.00
Minimum Standards		$50,000.00
Fee/easement Ownership of existing RPZs		$25,000.00
Total AIIP Costs		**$12,954,157.00**

WACIP Identified Projects[5]

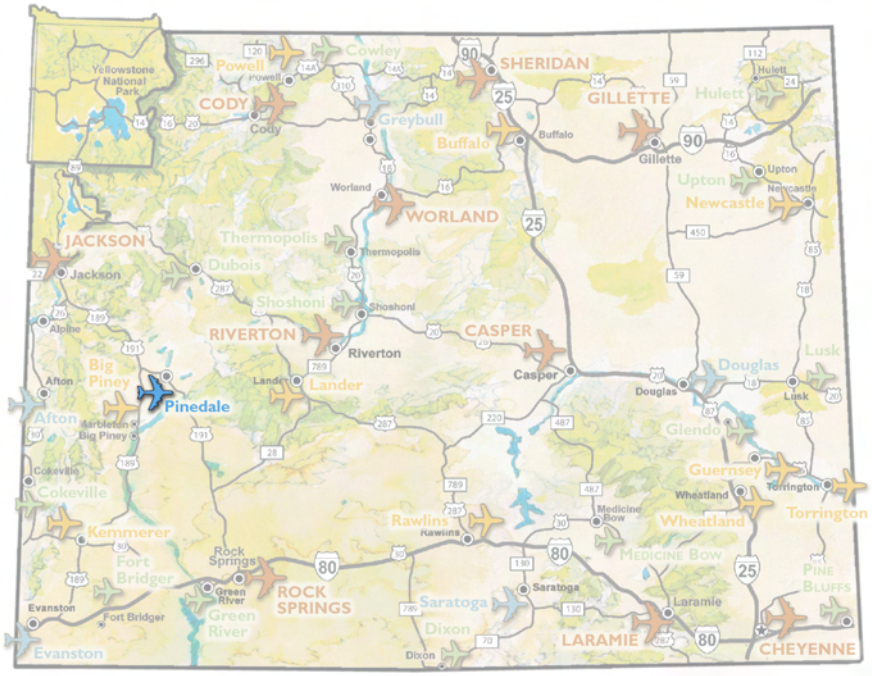
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Runway[3]	AIIP Identified Project	$12,547,967.00
Pavement Maintenance[4]	AIIP Identified Project	$740,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance[4]	AIIP Identified Project	$3,263,157.00
Long-term (2017-2027)		
Airside Improvements:		
Runway Lights		$165,000.00
Taxiway		$2,150,000.00
Apron		$500,000.00
Landside Improvements:		
Taxilane		$200,000.00
Hangar		$100,000.00
Airport Equipment		$120,000.00
Administration:		
Airport Master Plan (2024)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2019)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects		**$19,961,124.00**

Total Costs (2007-2027)[1]	**$23,447,124.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] A portion of the WACIP Runway project includes these two AIIP projects
[4] The two WACIP pavement maintenance projects were combined into one cost in the AIIP
[5] WACIP dated September 2008

Pinedale – Ralph Wenz Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
PNA	Business	Yes	C-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
17	17	19	18	22	18	29

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
9,516	9,669	9,766	9,825	10,023	10,144	10,556

REPORT CARD			
PNA	**Ralph Wenz Field**	**Pinedale**	**Business**
Facility/Service Objectives	Objective	PNA	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-II	Yes
Runway Length	8100 Feet	8900 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Single 45000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	-	**No**
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	**No**
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - -	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge – Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom – 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Suggested	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	1993 (Update in Progress)	**No**
Airport Layout Plan	Less than 5 years old	01/2002 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Ralph Wenz Field **PNA** **Pinedale** **Business**

Airport Inventory & Implementation Plan (AIIP) Projects:

Project Description		*Estimated Cost*
Airside Improvements:		
Visual Aids		$30,000.00
Wind Coverage		$1,000.00
RSA		$220,000.00
Landside Improvements:		
Hangars	(5 Hangars)	$400,000.00
Services:		
Airport Website		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)	WACIP Identified Project	$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00
Airport Layout Plan (2012)		$150,000.00
Airport Layout Plan (2022)	WACIP Identified Project	$65,000.00
Land Use Protection Plan		$50,000.00
Minimum Standards		$50,000.00
Environmental Assessment (Land Acquisition RPZs)		$350,000.00
Fee/easement Ownership of existing RPZs		$55,250.00
Total AIIP Costs		**$1,632,250.00**

WACIP Identified Projects[3]

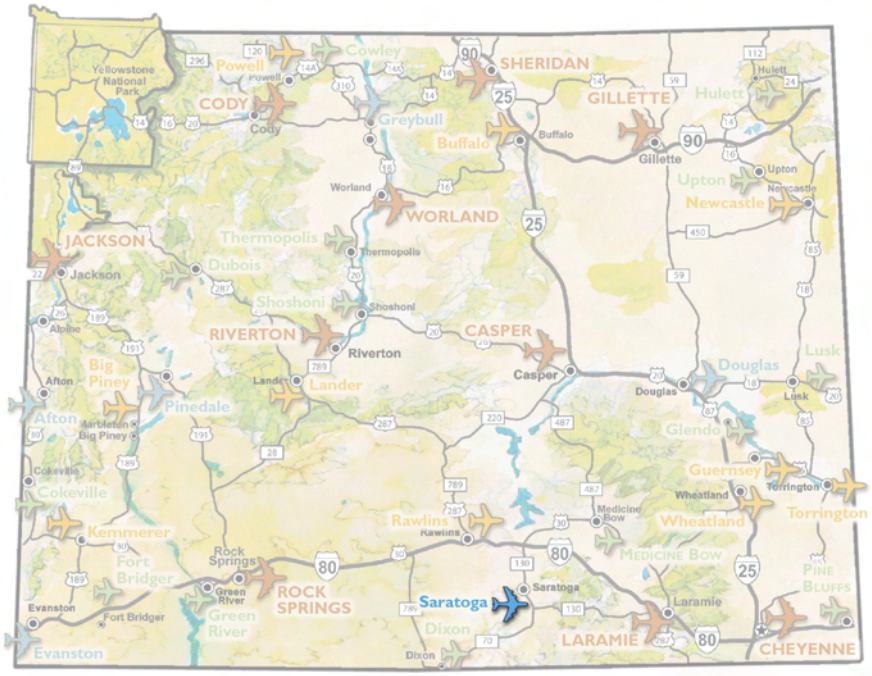
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Runway		$153,061.00
Taxiway Lights		$62,500.00
Pavement Maintenance		$670,000.00
Landside Improvements:		
Taxilanes		$1,963,484.00
Airport Equipment		$85,000.00
Administration:		
Airport Master Plan (2007)		$40,800.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$75,000.00
Landside Improvements:		
Airport Equipment		$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Apron		$2,316,150.00
Land Acquisition		$600,000.00
Drainage		$1,200,000.00
Pavement Maintenance		$1,100,000.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2022)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects		**$8,598,890.00**

Total Costs (2007-2027)[1]	**$10,056,140.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Saratoga – Shively Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
SAA	Business	Yes	C-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
27	28	30	29	35	31	47

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8,965	9,109	9,596	9,256	10,272	9,557	11,769

REPORT CARD			
SAA	**Shively Field**	**Saratoga**	**Business**
Facility/Service Objectives	Objective	SAA	Objective Met?
AIRSIDE (Primary Runway)			
ARC	C-II	C-II	Yes
Runway Length	9000 Feet	8800 Feet	**No**
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Single 50000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - One End VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	-	**No**
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	No	**No**
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 25	Yes
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Minor Airframe & Powerplant	**No**
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Suggested	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	08/1989	**No**
Airport Layout Plan	Less than 5 years old	07/1998	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	02/1991	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	**No**
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Shively Field **SAA** **Saratoga** **Business**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Visual Aids		$130,000.00
Wind Coverage		$1,000.00
RSA		$140,000.00
Landside Improvements:		
NADIN Connection		$1,000.00
Lighted Hangar Areas		$375,000.00
Services:		
Airport Website		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2009)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2019)	WACIP Identified Project	$110,000.00
Airport Layout Plan (2014)	WACIP Identified Project	$65,000.00
Airport Layout Plan (2024)		$65,000.00
Land Use Protection Plan		$50,000.00
Minimum Standards		$50,000.00
Environmental Assessment (Land Acquisition RPZs)		$350,000.00
Fee/easement Ownership of existing RPZs	WACIP Identified Project	$15,000.00
Total AIIP Costs		**$1,503,000.00**

WACIP Identified Projects[3]

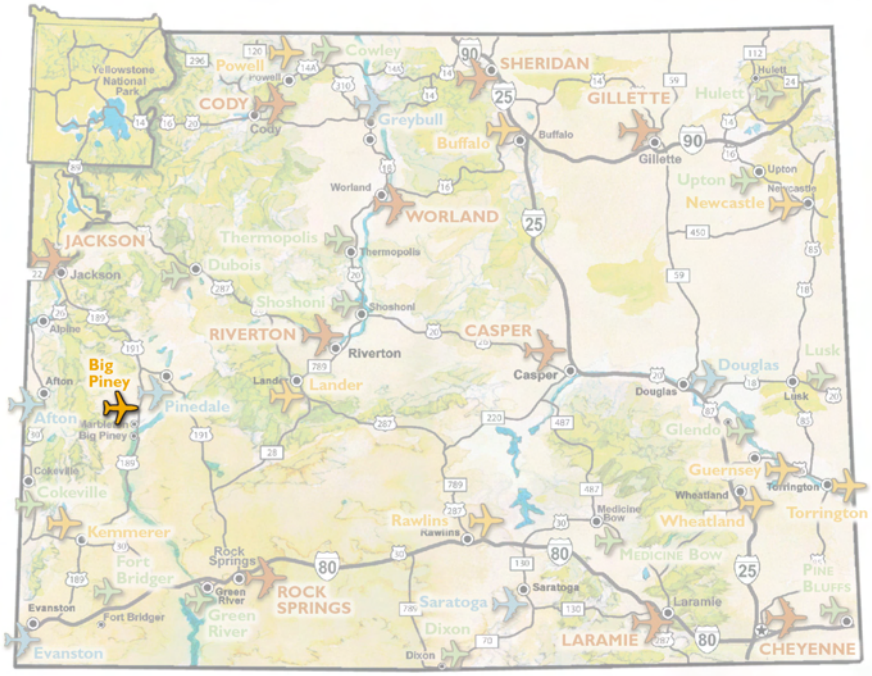
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$789,474.00
Mid-term (2012-2016)		
No Mid-term projects requested on CIP		$0.00
Long-term (2017-2027)		
Airside Improvements:		
Pavement Strength		$950,000.00
Apron		$550,000.00
Land Acquisition	AIIP Identified Project	$15,000.00
Pavement Maintenance		$2,600,000.00
Landside Improvements:		
Taxilane		$500,000.00
Airport Access		$100,000.00
Administration:		
Airport Master Plan (2019)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2024)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects		**$5,679,474.00**

Total Costs (2007-2027)[1]	**$6,992,474.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Big Piney – Miley Memorial Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
BPI	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7	7	8	7	9	7	11

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,500	3,556	3,904	3,614	4,355	3,731	5,419

REPORT CARD			
BPI	**Miley Memorial Field**	**Big Piney**	**Intermediate**
Facility/Service Objectives	Objective	BPI	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	8200 Feet	6803 Feet	**No**
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Dual 33600	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.54%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 23	Not an Objective
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	None	**No**
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	03/2007	Yes
Airport Layout Plan	Less than 5 years old	05/2007	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	05/2007	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Miley Memorial Field	BPI	Big Piney	Intermediate

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Length (Primary)	WACIP Identified Project	$1,870,175.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)	WACIP Identified Project	$157,895.00
Airport Layout Plan (2012)		$65,000.00
Airport Layout Plan (2022)	WACIP Identified Project	$65,000.00
Environmental Assessment (Runway Length)	WACIP Identified Project	$207,895.00
Environmental Assessment (Land Acquisition RPZs)		$200,000.00
Land Use Protection Plan		$40,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs		$8,000.00
Total AIIP Costs		**$2,803,965.00**

WACIP Identified Projects[3]

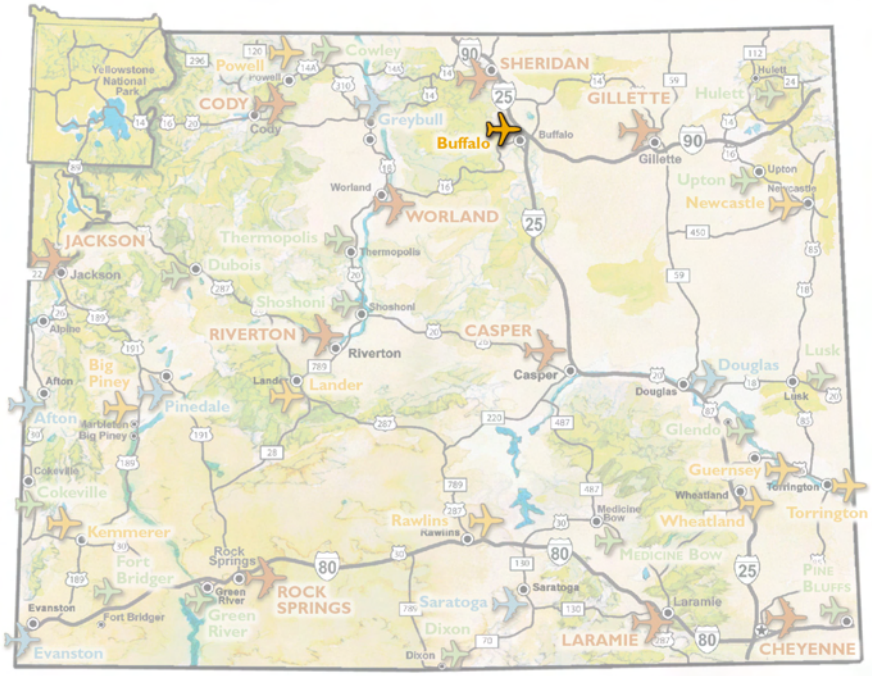
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$135,128.00
Landside Improvements:		
Weather Reporting		$157,895.00
Mid-term (2012-2016)		
Landside Improvements:		
Taxilane		$473,684.00
Long-term (2017-2027)		
Airside Improvements:		
Runway	AIIP Identified Project	$1,870,175.00
Apron		$450,000.00
Pavement Strength		$593,985.00
Landside Improvements:		
Hangar		$200,025.00
Airport Access		$450,000.00
Administration:		
Airport Master Plan (2022)	AIIP Identified Project	$65,000.00
Airport Layout Plan (2027)	AIIP Identified Project	$157,895.00
Environmental Assessment (Runway Length)	AIIP Identified Project	$207,895.00
Total WACIP Identified Projects:		**$4,761,682.00**

Total Costs (2007-2027)[1]	**$5,264,682.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Buffalo – Johnson County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
BYG	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
20	15	21	12	22	7	25

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7,320	7,438	8,799	7,558	10,578	7,803	15,285

REPORT CARD			
BYG	**Johnson County Airport**	**Buffalo**	**Intermediate**
Facility/Service Objectives	Objective	BYG	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	6000 Feet	6143 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 12500	**No**
Taxiway	Partial Parallel, connector and/or turn	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends).	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	97.40%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 30	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone - 24/7	Yes - Not 24 Hour	**No**
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Minor Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	2006	Yes
Airport Layout Plan	Less than 5 years old	05/2007	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Johnson County Airport	BYG	Buffalo	Intermediate

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Pavement Strength		$2,100,000.00
Visual Aids		$30,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00
Airport Layout Plan (2012)	WACIP Identified Project	$100,000.00
Airport Layout Plan (2022)		$65,000.00
Environmental Assessment (Pavement Strength)		$200,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs		$2,000.00
Total AIIP Costs		**$2,837,000.00**

WACIP Identified Projects[3]

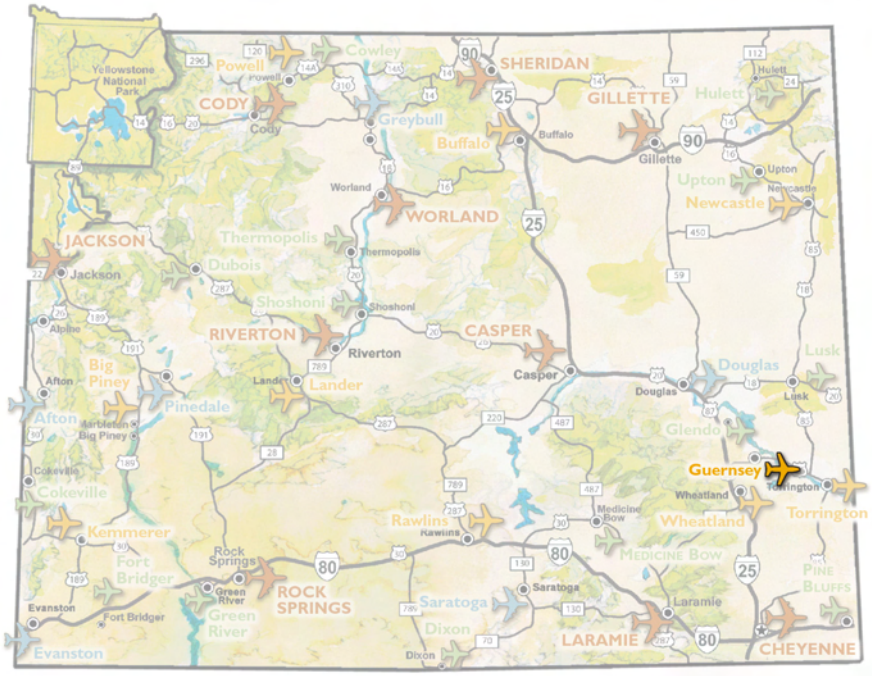
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway		$101,640.00
Visual Aids		$100,000.00
Pavement Maintenance		$1,630,093.00
Landside Improvements:		
Airport Access		$125,000.00
Mid-term (2012-2016)		
Landside Improvements:		
Taxilane		$473,684.00
Administration:		
Airport Layout Plan (2012)	AIIP Identified Project	$100,000.00
Environmental Assessment		$157,895.00
Long-term (2017-2027)		
Landside Improvements:		
Paved Auto Parking		$200,000.00
Total WACIP Identified Projects:		**$2,888,312.00**

Total Costs (2007-2027)[1]	**$5,625,312.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Guernsey – Camp Guernsey Army Airfield

Identifier	Wyoming Classification	NPIAS	Existing ARC
7V6	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
6	5	7	4	7	2	9

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,900	3,900	3,900	3,900	3,900	3,900	3,900

REPORT CARD			
7V6	**Camp Guernsey Army Airfield**	**Guernsey**	**Intermediate**
Facility/Service Objectives	Objective	7V6	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	5600 Feet	5491 Feet	**No**
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Dual 175000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Partial Parallel - Width = 30 Feet	**No**
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	-	**No**
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - No	**No**
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 10	Not an Objective
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	100LL	100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	None	**No**
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	Unknown or None (Update in Progress)	**No**
Airport Layout Plan	Less than 5 years old	05/1977 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	No	**No**
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	No	**No**
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Camp Guernsey Army Airfield	7V6	Guernsey	Intermediate

Airport Inventory & Implementation Plan Projects

Project Description	*Estimated Cost*
Airside Improvements:	
Taxiway	$250,000.00
Visual Aids	$60,000.00
Wind Coverage	$1,000.00
RSA	$40,000.00
Landside Improvements:	
NADIN Connection	$1,000.00
Perimeter Fencing	$505,000.00
Administration:	
Airport Master Plan/ALP[1]/Noise Contour Map (2017)	$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)	$150,000.00
Airport Layout Plan (2012)	$65,000.00
Airport Layout Plan (2022)	$65,000.00
Environmental Assessment (Taxiway)	$200,000.00
Environmental Assessment (Land Acquisition RPZs)	$200,000.00
Land Use Protection Plan	$40,000.00
Minimum Standards	$40,000.00
Fee/easement Ownership of existing RPZs	$48,000.00
Total AIIP Costs	**$1,815,000.00**

WACIP Identified Projects[2]

Project Description	*Estimated Cost*
Short-term (2007-2011)	
Airside Improvements:	
Pavement Maintenance	$160,000.00
Mid-term (2012-2016)	
No Mid-term projects requested on CIP	$0.00
Long-term (2017-2027)	
Airside Improvements:	
Runway	$1,500,000.00
Pavement Maintenance	$10,000.00
Administration:	
Environmental Assessment	$100,000.00
Total WACIP Identified Projects:	**$1,770,000.00**

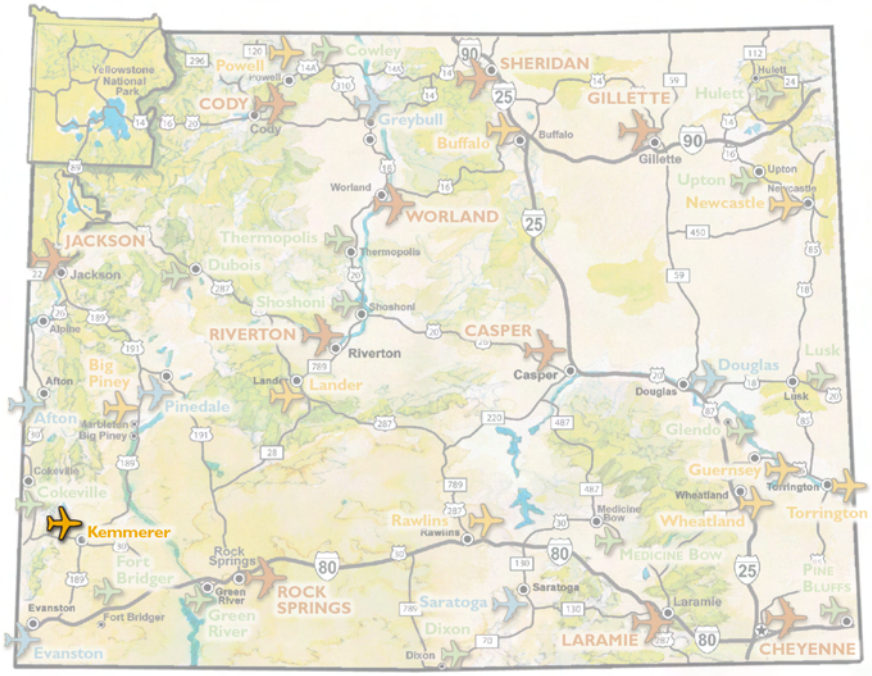
Total Costs (2007-2027)	**$3,585,000.00**

[1] ALP – Airport Layout Plan

[2] WACIP dated September 2008

Kemmerer – Kemmerer Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
EMM	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7	7	8	7	10	7	14

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,400	3,329	3,463	3,260	3,528	3,126	3,661

REPORT CARD					
EMM	**Kemmerer Municipal Airport**		**Kemmerer**	**Existing Intermediate Future Business**	
Facility/Service Objectives	Objective		EMM	Objective Met?	
AIRSIDE (Primary Runway)	Existing	Future		Existing	Future
ARC	B-II	C-II	B-II	Yes	**No**
Runway Length	8500 Feet	Same	8500 Feet	Yes	Yes
Runway Width	75 Feet	100 Feet	75 Feet	Yes	**No**
Runway Lights	MIRL	Same	MIRL	Yes	Yes
Pavement Strength	Single 20000 lbs	Dual 60000	Single 18000	**No**	**No**
Taxiway	Partial parallel, connector or turn arounds, width=35 Feet	Full parallel, width=35 Feet	Connector Only – Width = 21'	**No**	**No**
Taxiway Lights	MITL	Same	MITL	Yes	Yes
Instrument Approach Type	Non-Precision	Same	Non-Precision	Yes	Yes
Approach Lighting System	Not an Objective	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	Same	PAPI – Both Ends VASI - None REIL – Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes	Yes
Wind Coverage	Greater than or equal to 95%	Same	B-II 99.58% / C-II -%	Yes	**No**
RSA	Standard RSA on all paved runways	Same	No	**No**	**No**
LANDSIDE					
Weather Reporting	AWOS or ASOS	Same	AWOS	Yes	Yes
Terminal	Terminal	Same	Commercial - No General Aviation - Yes	Yes	Yes
Perimeter Fencing	Wildlife Fence	Same	Perimeter - Yes Type - Wildlife Fence	Yes	Yes
Hangars	75% of based aircraft	100% of based aircraft	100%	Yes	Yes
Lighted Hangar Areas	Suggested	Lighted Hangar Areas	No	Not Obj.	**No**
Paved Auto Parking	Suggested	Paved Auto Parking	Yes Number of Spaces - 8	Not Obj.	Yes
SERVICES					
FBO	Suggested	Same	Yes	Not Obj.	Not Obj.
Fuel	100LL	100LL & Jet A	Jet A and 100LL	Yes	Yes
Ground Transportation	Courtesy Car	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes	Yes
Pilot Lounge and Planning	Suggested	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Yes
Public Restrooms	Public Restrooms - 24/7	Same	Yes - Not 24 Hour	**No**	**No**
Public Phone	Public Phone - 24/7	Same	Yes – 24 Hour	Yes	Yes
Food	Vending Machines Suggested	Same	Restaurant - No Vending Machines - Yes	Not Obj.	Not Obj.
Aircraft Maintenance	Minor A & P	Major A & P Powerplant	None	**No**	**No**
Aircraft De-icing System	Not an Objective	De-icing	De-icing - No	Not Obj.	**No**
De-icing Containment System	Not an Objective	Suggested	Containment System - No	Not Obj.	Not Obj.
ADMINISTRATION					
Airport Master Plan	Less than 10 years old	Same	01/2005	Yes	Yes
Airport Layout Plan	Less than 5 years old	Same	10/2005	Yes	Yes
Land Use Protection Plan	On record with Aeronautics	Same	Yes	Yes	Yes
Noise Contour Map	Less than 10 years old	Same	Unknown or None	**No**	**No**
Pavement Management Plan	On record with Aeronautics	Same	Yes	Yes	Yes
Minimum Standards	On record with Aeronautics	Same	No	**No**	**No**
Airport Manager	Airport Manager	Same	Yes	Yes	Yes
Legislative Liaison	Suggested	Legislative Liaison	Yes	Not Obj.	Yes
RPZ Ownership	Fee/Easement Ownership of all RPZs	Same	No	**No**	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Kemmerer Municipal Airport	EMM	Kemmerer	Intermediate

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
ARC		$256,000.00*
Runway Width		$2,840,000.00*
Pavement Strength		$2,000,000.00
Taxiway	WACIP Identified Project	$1,900,000.00
Wind Coverage		$1,000.00*
RSA		$45,000.00
Landside Improvements:		
NADIN Connection		$1,000.00
Lighted Hangar Areas		$375,000.00*
Services:		
Aircraft De-icing System		$350,000.00*
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2015)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2025)		$150,000.00
Airport Layout Plan (2010)	WACIP Identified Project	$157,895.00
Airport Layout Plan (2020)		$65,000.00
Environmental Assessment (Pavement Strength)		$200,000.00
Environmental Assessment (Land Acquisition RPZs)		$200,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs		$36,000.00
Total AIIP Costs		**$8,766,895.00**

WACIP Identified Projects[3]

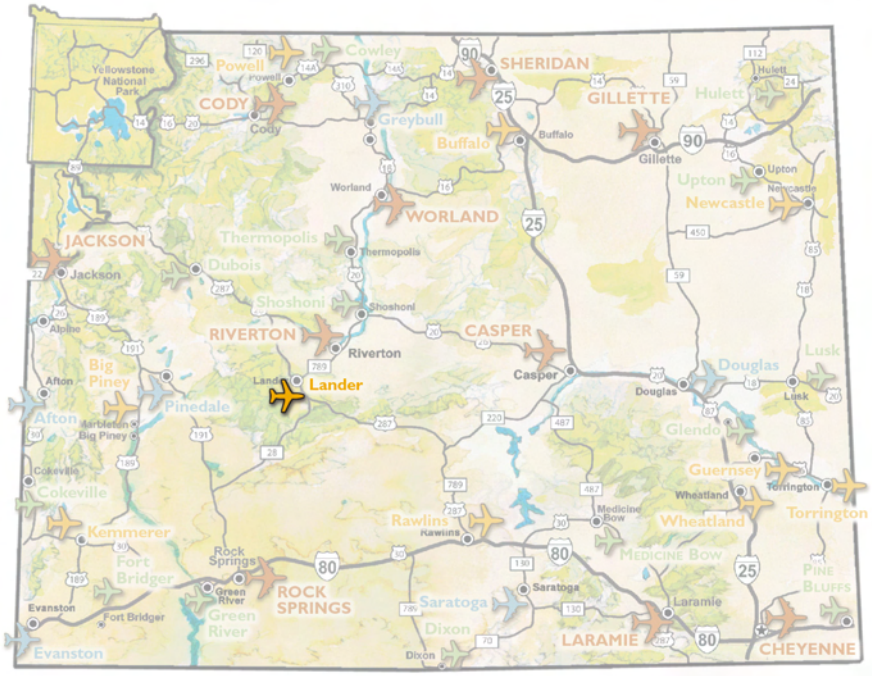
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$5,425,349.00
Administration:		
Airport Layout Plan (2010)	AIIP Identified Project	$157,895.00
Mid-term (2012-2016)		
Airside Improvements:		
Runway Lights		$135,000.00
Pavement Maintenance		$1,600,000.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$630,000.00
Taxiway	AIIP Identified Project	$1,900,000.00
Apron		$500,000.00
Landside Improvements:		
Taxilane		$40,000.00
Total WACIP Identified Projects:		**$10,388,244.00**

Total Costs (2007-2027)[1]	**$17,097,244.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008
* Identifies projects recommended due to classification change

Lander – Hunt Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
LND	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
55	55	63	56	75	57	106

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
11,180	11,024	11,394	10,871	11,612	10,570	12,061

REPORT CARD			
LND	**Hunt Field**	**Lander**	**Intermediate**
Facility/Service Objectives	Objective	LND	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	6900 Feet	5000 Feet	**No**
Runway Width	75 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 30000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Full Parallel - Width = 40 Feet	Yes
Taxiway Lights	MITL	Reflectors	**No**
Instrument Approach Type	Non-Precision	Visual	**No**
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	96.40%	Yes
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 19	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - Not 24 Hour	**No**
Public Phone	Public Phone - 24/7	Yes - Not 24 Hour	**No**
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	05/1996 (Update in Progress)	**No**
Airport Layout Plan	Less than 5 years old	12/1996 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Hunt Field **LND** **Lander** **Intermediate**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Length (Primary)		$2,355,000.00
Taxiway Lights		$225,000.00
Instrument Approach Type		$30,000.00
Visual Aids		$60,000.00
RSA	WACIP Identified Project	$180,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)	WACIP Identified Project	$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00
Airport Layout Plan (2012)		$65,000.00
Airport Layout Plan (2022)	WACIP Identified Project	$65,000.00
Environmental Assessment (Runway Length)		$200,000.00
Environmental Assessment (Land Acquisition RPZs)		$200,000.00
Land Use Protection Plan		$40,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs	WACIP Identified Project	$200,000.00
Total AIIP Costs		**$3,920,000.00**

WACIP Identified Projects[3]

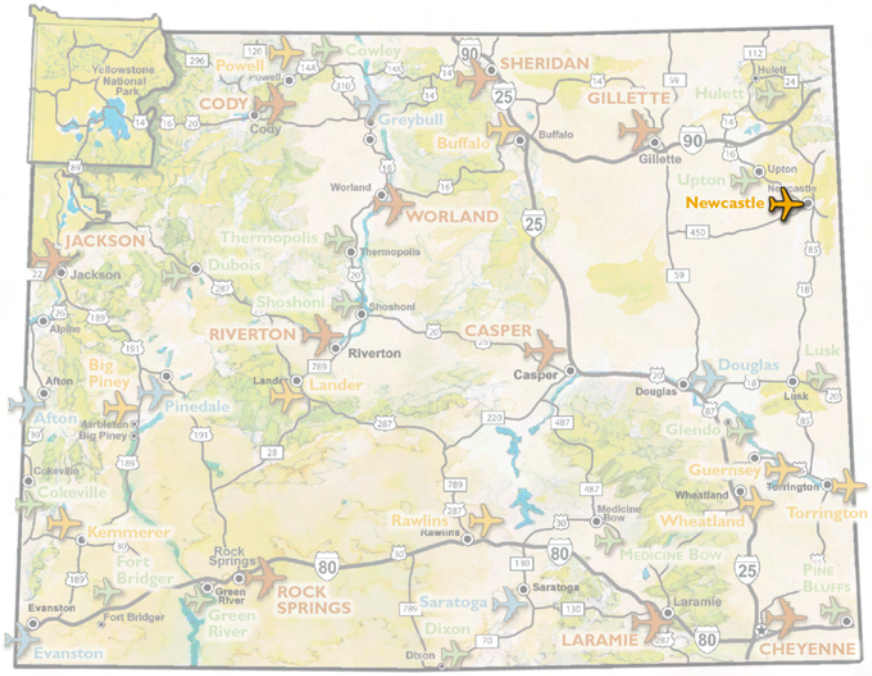
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway		$631,579.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Taxiway		$96,300.00
Visual Aids		$398,414.00
RSA	AIIP Identified Project	$180,000.00
Land Acquisition	AIIP Identified Project	$200,000.00
Pavement Maintenance		$1,710,526.00
Landside Improvements:		
Terminal		$500,000.00
Taxilane		$100,500.00
Airport Access Road		$60,000.00
Paved Auto Parking		$100,000.00
Utilities		$50,000.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2022)	AIIP Identified Project	$65,000.00
Airport Drainage Plan		$21,000.00
Total WACIP Identified Projects:		**$4,381,214.00**

Total Costs (2007-2027)[1]	**$7,746,214.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Newcastle – Mondell Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
ECS	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
11	11	12	11	14	11	17

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5,000	5,081	5,437	5,162	5,912	5,330	6,991

REPORT CARD			
ECS	**Mondell Field**	**Newcastle**	**Intermediate**
Facility/Service Objectives	Objective	ECS	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	5100 Feet	4800 Feet	**No**
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 30000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Connector Only - Width = 60 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - One End	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.12%	Yes
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 20	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	None	**No**
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	07/2004	Yes
Airport Layout Plan	Less than 5 years old	07/2004	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Mondell Field **ECS** **Newcastle** **Intermediate**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
RSA		$3,600,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2014)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2024)	WACIP Identified Project	$110,000.00
Airport Layout Plan (2009)		$65,000.00
Airport Layout Plan (2019)	WACIP Identified Project	$65,000.00
Environmental Assessment (Land Acquisition RPZs)		$200,000.00
Land Use Protection Plan		$40,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs		$48,000.00
Total AIIP Costs		**$4,318,000.00**

WACIP Identified Projects[3]

Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$2,473,684.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$2,000,000.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$800,000.00
Runway Lights		$111,000.00
Taxiway		$1,052,632.00
Land Acquisition		$70,000.00
Administration:		
Airport Master Plan (2024)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2019)	AIIP Identified Project	$65,000.00
Environmental Assessment		$165,000.00
Total WACIP Identified Projects:		**$6,847,316.00**

Total Costs (2007-2027)[1]	**$10,990,316.00**

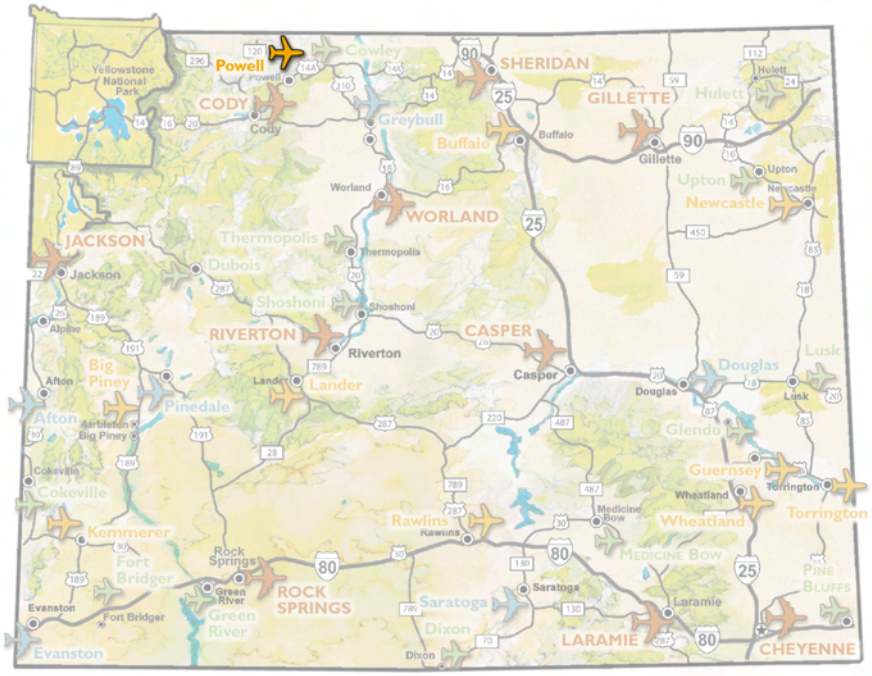
[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication

[2] ALP – Airport Layout Plan

[3] WACIP dated September 2008

Powell – Powell Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
POY	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,130	2,907	3,198	2,699	3,267	2,328	3,410

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
17	17	18	18	20	18	25

REPORT CARD			
POY	**Powell Municipal Airport**	**Powell**	**Intermediate**
Facility/Service Objectives	Objective	POY	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	6200 Feet	6205 Feet	Yes
Runway Width	75 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 15000	**No**
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	Reflectors	**No**
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	99.78%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	No	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 8	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes – Not 24 Hour	**No**
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	01/2000	Yes
Airport Layout Plan	Less than 5 years old	05/2002 (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Powell Municipal Airport	POY	Powell	Intermediate

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Pavement Strength		$2,800,000.00
Taxiway Lights		$90,000.00
Visual Aids		$30,000.00
Landside Improvements:		
NADIN Connection		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2010)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2020)	WACIP Identified Project	$110,000.00
Airport Layout Plan (2015)		$65,000.00
Airport Layout Plan (2025)		$65,000.00
Environmental Assessment (Pavement Strength)		$200,000.00
Environmental Assessment (Land Acquisition RPZs)		$200,000.00
Land Use Protection Plan		$40,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs	WACIP Identified Project	$140,263.00
Total AIIP Costs		**$3,931,263.00**

WACIP Identified Projects[3]

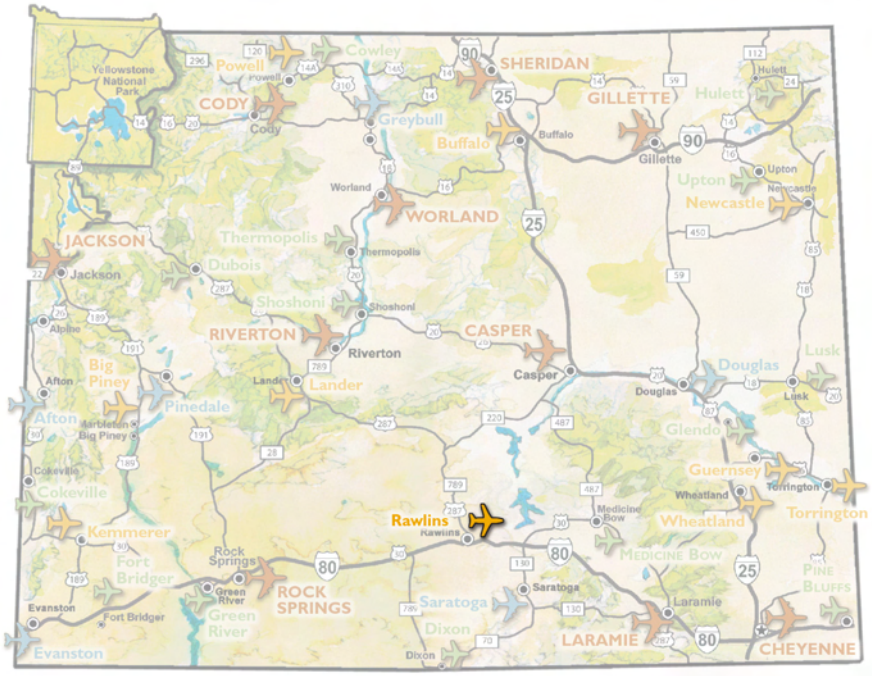
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway		$473,684.00
Landside Improvements:		
Terminal		$306,122.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$300,000.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$1,617,000.00
Taxiway		$950,000.00
Apron		$400,000.00
Pavement Maintenance		$10,000.00
Land Acquisition	AIIP Identified Project	$140,263.00
Landside Improvements:		
Airport Equipment		$80,000.00
Administration:		
Airport Master Plan (2020)	AIIP Identified Project	$110,000.00
Environmental Assessment		$200,000.00
Total WACIP Identified Projects		**$4,587,069.00**

Total Costs (2007-2027)[1]	**$8,268,069.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Rawlins – Rawlins Municipal/Harvey Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
RWL	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
22	22	24	22	26	22	32

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
12,000	12,193	13,683	12,390	15,602	12,792	20,286

REPORT CARD					
RWL	**Rawlins Municipal/Harvey Field**		**Rawlins**	**Existing Intermediate Future Business**	
Facility/Service Objectives	Objective		RWL	Objective Met?	
AIRSIDE (Primary Runway)	Existing	Future		Existing	Future
ARC	B-II	C-II	B-II	Yes	**No**
Runway Length	8200 Feet	Same	7008 Feet	**No**	**No**
Runway Width	75 Feet	100 Feet	100 Feet	Yes	Yes
Runway Lights	MIRL	Same	MIRL	Yes	Yes
Pavement Strength	Single 20000 lbs	Dual 60000	Dual 60000	Yes	Yes
Taxiway	Partial parallel, connector or turn arounds, width=35 Feet	Full parallel, width=35 Feet	Full Parallel-Width = 35 Feet	Yes	Yes
Taxiway Lights	MITL	Same	MITL	Yes	Yes
Instrument Approach Type	Non-Precision	Same	Non-Precision	Yes	Yes
Approach Lighting System	Not an Objective	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	Same	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**	**No**
Wind Coverage	Greater than or equal to 95%	Same	B-II 98.44% / C-II 96.66%	Yes	Yes
RSA	Standard RSA on all paved runways	Same	No	**No**	**No**
LANDSIDE					
Weather Reporting	AWOS or ASOS	Same	ASOS	Yes	Yes
Terminal	Terminal	Same	Commercial - No General Aviation - Yes	Yes	Yes
Perimeter Fencing	Wildlife Fence	Same	Perimeter - Yes Type - Wildlife Fence	Yes	Yes
Hangars	75% of based aircraft	100% of based aircraft	100%	Yes	Yes
Lighted Hangar Areas	Suggested	Lighted Hangar Areas	Yes	Not Obj.	Yes
Paved Auto Parking	Suggested	Paved Auto Parking	Yes Number of Spaces - 5	Not Obj.	Yes
SERVICES					
FBO	Suggested	Same	Yes	Not Obj.	Not Obj.
Fuel	100LL	100LL & Jet A	Jet A and 100LL	Yes	Yes
Ground Transportation	Courtesy Car	Courtesy Car	On-Airport Rental Car - No Taxi Service - Yes Courtesy Car - Yes	Yes	Yes
Pilot Lounge and Planning	Suggested	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Yes
Public Restrooms	Public Restrooms - 24/7	Same	Yes - Not 24 Hour	**No**	**No**
Public Phone	Public Phone - 24/7	Same	No	**No**	**No**
Food	Vending Machines Suggested	Same	Restaurant - No Vending Machines - Yes	Not Obj.	Not Obj.
Aircraft Maintenance	Minor A & P	Major A & P Powerplant	Major A & P	Yes	Yes
Aircraft De-icing System	Not an Objective	De-icing	De-icing - No	Not Obj.	**No**
De-icing Containment System	Not an Objective	Suggested	Containment System - No	Not Obj.	Not Obj.
ADMINISTRATION					
Airport Master Plan	Less than 10 years old	Same	01/2001 (Update in Progress)	Yes	Yes
Airport Layout Plan	Less than 5 years old	Same	01/2001 (Update in Progress)	**No**	**No**
Land Use Protection Plan	On record with Aeronautics	Same	No	**No**	**No**
Noise Contour Map	Less than 10 years old	Same	Unknown or None	**No**	**No**
Pavement Management Plan	On record with Aeronautics	Same	Yes	Yes	Yes
Minimum Standards	On record with Aeronautics	Same	No	**No**	**No**
Airport Manager	Airport Manager	Same	Yes	Yes	Yes
Legislative Liaison	Suggested	Legislative Liaison	No	Not Obj.	**No**
RPZ Ownership	Fee/Easement Ownership of all RPZs	Same	No	**No**	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Rawlins Municipal/Harvey Field	RWL	Rawlins	Intermediate

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
ARC		$240,000.00*
Runway Length (Primary)	WACIP Identified Project	$1,575,000.00
Visual Aids		$30,000.00
RSA		$390,000.00
Services:		
Public Phone - 24/7		$1,500.00
Aircraft Deicing System		$350,000.00*
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)	WACIP Identified Project	$110,000.00*
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00
Airport Layout Plan (2012)		$65,000.00
Airport Layout Plan (2022)		$65,000.00*
Environmental Assessment (Runway Length)		$200,000.00
Environmental Assessment (Land Acquisition RPZs)		$200,000.00
Land Use Protection Plan		$40,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs		$83,000.00
Total AIIP Costs		**$3,539,500.00**

WACIP Identified Projects[3]

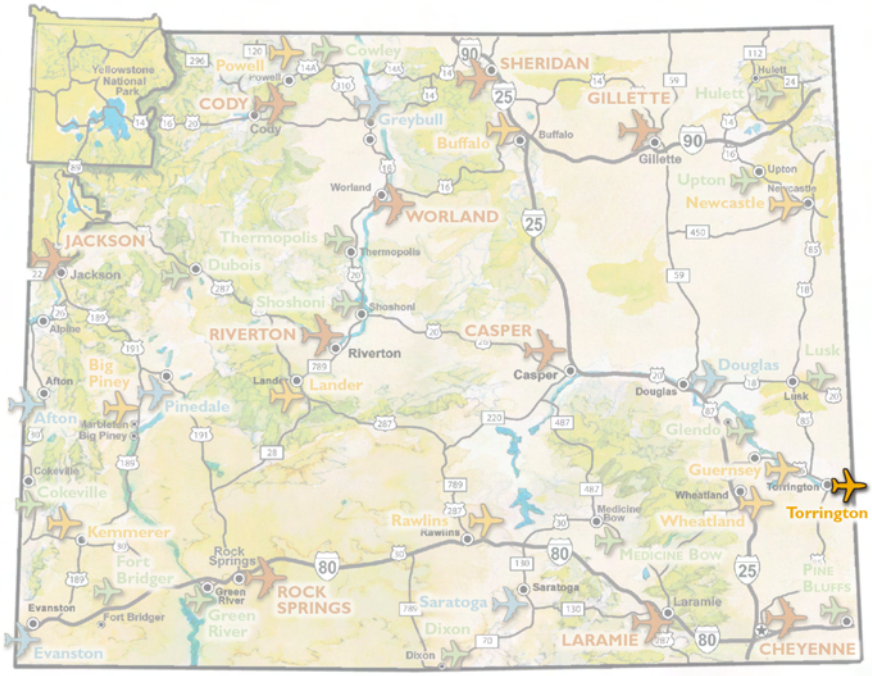
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$631,579.00
Mid-term (2012-2016)		
Airside Improvements:		
Land Acquisition		$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Runway	AIIP Identified Project	$1,575,000.00
Pavement Strength		$3,100,000.00
Taxiway		$550,000.00
Visual Aids		$157,895.00
Land Acquisition		$287,380.00
Landside Improvements:		
Fence		$157,895.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$110,000.00
Total WACIP Identified Projects		**$6,727,644.00**

Total Costs (2007-2027)[1]	**$8,582,144.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008
* Identifies projects recommended due to classification changes

Torrington – Torrington Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
TOR	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
27	27	30	27	35	27	47

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,431	4,300	4,536	4,172	4,644	3,929	4,867

REPORT CARD			
TOR	**Torrington Municipal Airport**	**Torrington**	**Intermediate**
Facility/Service Objectives	Objective	TOR	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	5100 Feet	5703 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Dual 45000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Full Parallel - Width = 30 Feet	**No**
Taxiway Lights	MITL	Reflectors/MITL	**No**
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	-	**No**
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 12	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	02/1997	**No**
Airport Layout Plan	Less than 5 years old	01/1997	**No**
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	Yes	Yes
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Torrington Municipal Airport	TOR	Torrington	Intermediate

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Taxiway Width	WACIP Identified Project	$473,684.00
Taxiway Lighting		$130,000.00
Visual Aids		$30,000.00
Wind Coverage		$1,000.00
RSA		$96,013.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2007)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00
Airport Layout Plan (2012)		$65,000.00
Airport Layout Plan (2022)		$65,000.00
Land Use Protection Plan		$40,000.00
Environmental Assessment (Taxiway Width)		$200,000.00
Fee/easement Ownership of existing RPZs		$3,000.00
Total AIIP Costs		**$1,553,697.00**

WACIP Identified Projects[3]

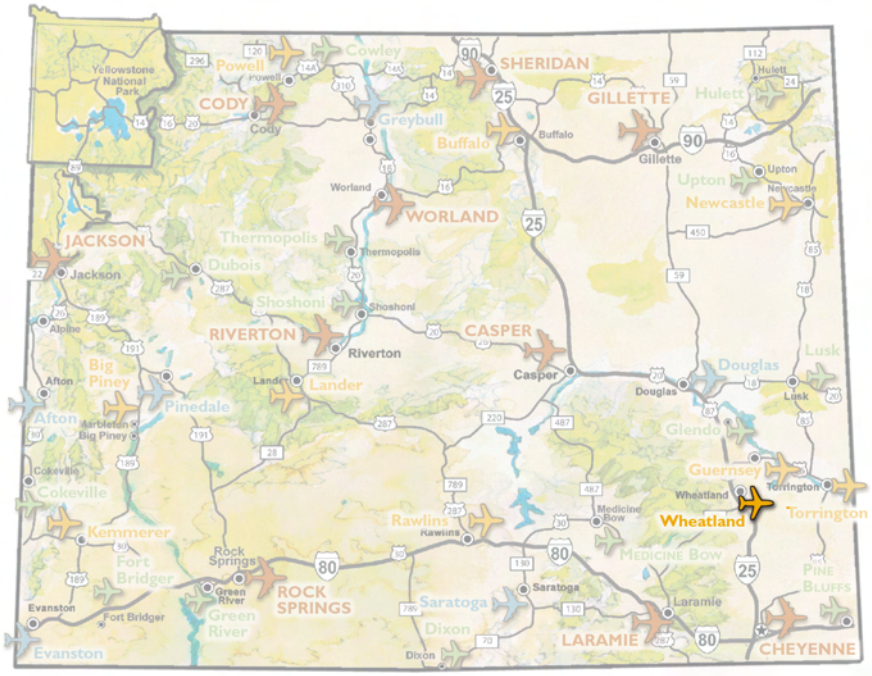
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Taxiway	AIIP Identified Project	$473,684.00
Pavement Maintenance		$419,875.00
Mid-term (2012-2016)		
Airside Improvements:		
Taxiway		$631,579.00
Long-term (2017-2027)		
Airside Improvements:		
Runway Lights		$108,000.00
Pavement Maintenance		$1,742,632.00
Land Acquisition		$157,895.00
Landside Improvements:		
Hangar		$30,000.00
Airport Equipment		$20,000.00
Total WACIP Identified Projects		**$3,583,665.00**

Total Costs (2007-2027)[1]	**$4,663,678.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Wheatland – Phifer Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
EAN	Intermediate	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
14	14	14	13	15	12	15

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,820	3,820	3,897	3,820	3,976	3,820	4,137

REPORT CARD			
EAN	**Phifer Field**	**Wheatland**	**Intermediate**
Facility/Service Objectives	Objective	EAN	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	5700 Feet	5900 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 15000	**No**
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	Greater than or Equal to 95%	93.83%	**No**
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	None	**No**
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Field Fence	**No**
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 10	Not an Objective
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	100LL	None	**No**
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	**No**
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes – Not 24 Hour	**No**
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	None	**No**
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	12/1998	**No**
Airport Layout Plan	Less than 5 years old	08/2007	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Less than 10 years old	Unknown or None	**No**
Pavement Management Plan	On record with Aeronautics	No	**No**
Minimum Standards	On record with Aeronautics	No	**No**
Airport Manager	Airport Manager	No	**No**
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Phifer Field **EAN** **Wheatland** **Intermediate**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Pavement Strength		$2,500,000.00
Visual Aids		$60,000.00
Wind Coverage		$6,000,000.00
Pavement Maintenance	WACIP Identified Project	$3,646,429.00
Landside Improvements:		
Weather Reporting		$75,000.00
Perimeter Fencing		$690,000.00
Services:		
Fuel		$150,000.00
Courtesy Car		$5,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2008)		$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2018)		$150,000.00
Airport Layout Plan (2013)		$65,000.00
Airport Layout Plan (2023)		$65,000.00
Environmental Assessment (Pavement Strength)		$200,000.00
Environmental Assessment (Wind Coverage)		$200,000.00
Environmental Assessment (Land Acquisition RPZs)		$200,000.00
Land Use Protection Plan		$40,000.00
Minimum Standards		$40,000.00
Fee/easement Ownership of existing RPZs	WACIP Identified Project	$807,895.00
Total AIIP Costs		**$15,044,324.00**

WACIP Identified Projects[3]

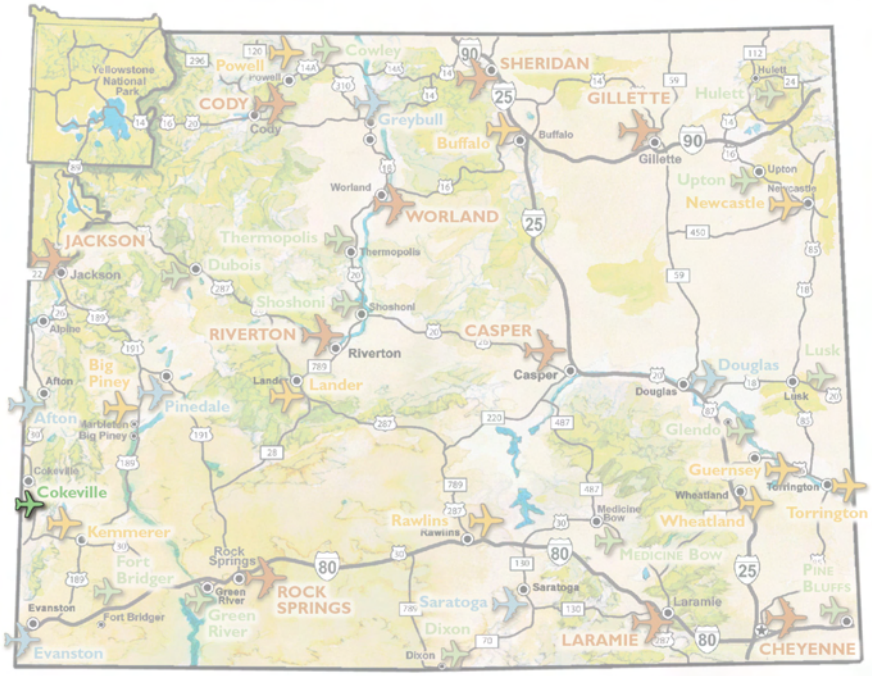
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$157,895.00
Land Acquisition		$631,578.00
Mid-term (2012-2016)		
Airside Improvements:		
Land Acquisition		$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$1,578,947.00
Apron		$1,428,572.00
Pavement Maintenance	AIIP Identified Project	$3,646,429.00
Land Acquisition	AIIP Identified Project	$807,895.00
Landside Improvements:		
Taxilane		$357,143.00
Total WACIP Identified Projects		**$8,766,354.00**

Total Costs (2007-2027)[1]	**$19,356,354.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008

Cokeville – Cokeville Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
U06	Local	No	B-I



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2	0	3	0	4	0	8

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
1,250	1,281	1,811	1,313	2,625	1,378	5,511

REPORT CARD			
U06	**Cokeville Municipal Airport**	**Cokeville**	**Local – Paved**
Facility/Service Objectives	Objective	U06	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-I	**No**
Runway Length	3400 Feet	3400 Feet	Yes
Runway Width	75 Feet	60 Feet	**No**
Runway Lights	MIRL	None	**No**
Pavement Strength	Single 12500 lbs	Single 10000	**No**
Taxiway	Maintain Existing Taxiway	Connector Only – Width = 20 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	None	**No**
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR – None MALS – None ODALS – None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – None VASI – None REIL – None Beacon – Yes Wind Cone – Yes Lighted Wind Cone – Yes	**No**
Wind Coverage	≥ 95% Suggested	-	Not an Objective
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS	None	**No**
Terminal	Not an Objective	Commercial – No General Aviation – No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter – Yes Type – Field Fence	**No**
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	None	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car – No Taxi Service – No Courtesy Car – No	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge – No Planning Room – No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Public Phone – 24/7	No	**No**
Food	Not an Objective	Restaurant – No Vending Machines – No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing – No	Not an Objective
De-icing Containment System	Not an Objective	Containment System – No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	None	Not an Objective
Airport Layout Plan	Less than 10 years	None (Update in Progress)	**No**
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Suggested	None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	Yes	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	Yes	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Cokeville Municipal Airport	U06	Cokeville	Local – Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Width		$450,000.00
Runway Lights		$170,000.00
Pavement Strength	WACIP Identified Project	$500,000.00
Taxiway Lights		$18,000.00
Visual Aids		$130,000.00
RSA		$317,780.00
Pavement Maintenance	WACIP Identified Project	$2,540,000.00
Landside Improvements:		
Weather Reporting		$75,000.00
Perimeter Fence	WACIP Identified Project	$75,000.00
Services:		
Public Phone – 24/7		$1,500.00
Administration:		
Airport Layout Plan (2017)	WACIP Identified Project	$140,000.00
Airport Layout Plan (2027)		$65,000.00
Environmental Assessment (Pavement Strength)		$200,000.00
Total AIIP Costs		**$4,682,280.00**

WACIP Identified Projects[2]

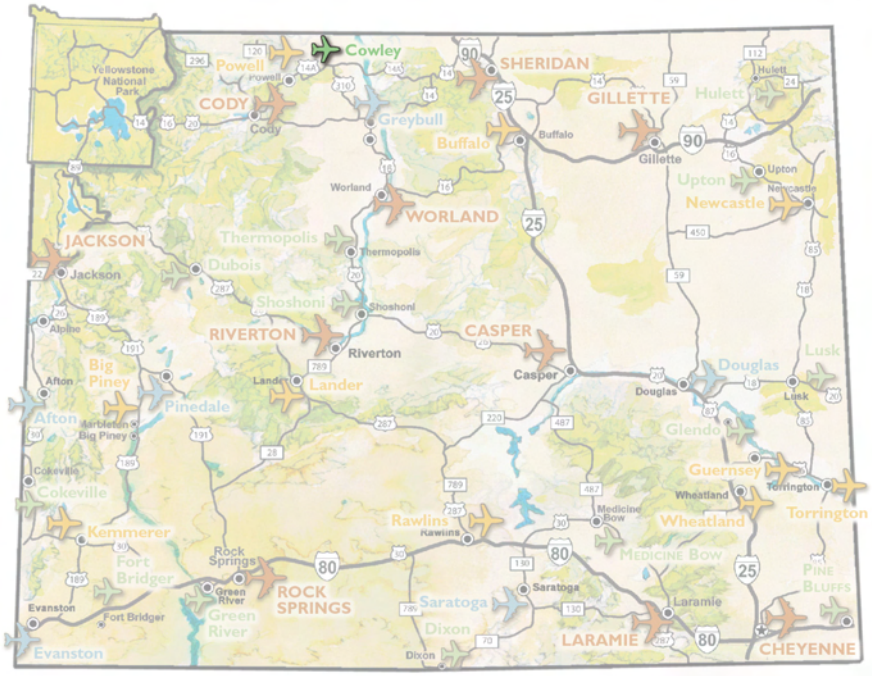
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance	AIIP Identified Project	$500,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance	AIIP Identified Project	$2,540,000.00
Long-term (2017-2027)		
Airside Improvements:		
Pavement Maintenance		$50,000.00
Landside Improvements:		
Hangar		$10,000.00
Airport Access		$12,000.00
Fence	AIIP Identified Project	$75,000.00
Administration:		
Airport Master Plan		$110,000.00
Airport Layout Plan (2017)	AIIP Identified Project	$140,000.00
Total WACIP Identified Projects		**$3,437,000.00**

Total Costs (2007-2027)[1]	**$4,864,280.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] WACIP dated September 2008

Cowley – North Big Horn County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
U68	Local	Yes	B-II



Forecasts

Based Aircraft						
2007	2007		2007		2007	
Actual	Actual	Actual	Actual	Actual	Actual	Actual
10	10	10	10	10	10	10

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,175	4,175	4,259	4,175	4,345	4,175	4,522

REPORT CARD			
U68	**North Big Horn County Airport**	**Cowley**	**Local-Paved**
Facility/Service Objectives	Objective	U68	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	5199 Feet	5199 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 12500	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	Reflectors	Yes
Instrument Approach Type	Not an Objective	Non-Precision	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	97.37%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - Yes	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Field Fence	**No**
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes - Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Not an Objective	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	09/2000	Not an Objective
Airport Layout Plan	Less than 10 years	11/2000	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	Yes	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

North Big Horn County Airport	U68	Cowley	Local - Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Pavement Maintenance		$4,240,000.00
Landside Improvements:		
NADIN Connection		$1,000.00
Perimeter Fence		$680,000.00
Administration:		
Airport Layout Plan (2010)	WACIP Identified Project	$61,579.00
Airport Layout Plan (2020)	WACIP Identified Project	$63,474.00
Land Use Protection Plan		$30,000.00
Total AIIP Costs		**$5,076,053.00**

WACIP Identified Projects[2]

Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Runway Lights		$490,786.00
Pavement Maintenance		$157,895.00
Mid-term (2012-2016)		
Airside Improvements:		
Taxiway		$473,684.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$210,526.00
Taxiway		$1,010,526.00
Apron		$964,737.00
Landside Improvements:		
Taxilane		$389,473.00
Airport Access		$50,000.00
Administration:		
Airport Master Plan		$208,422.00
Airport Layout Plan (2010 and 2020)	AIIP Identified Project	$125,053.00
Total WACIP Identified Projects		**$4,081,102.00**

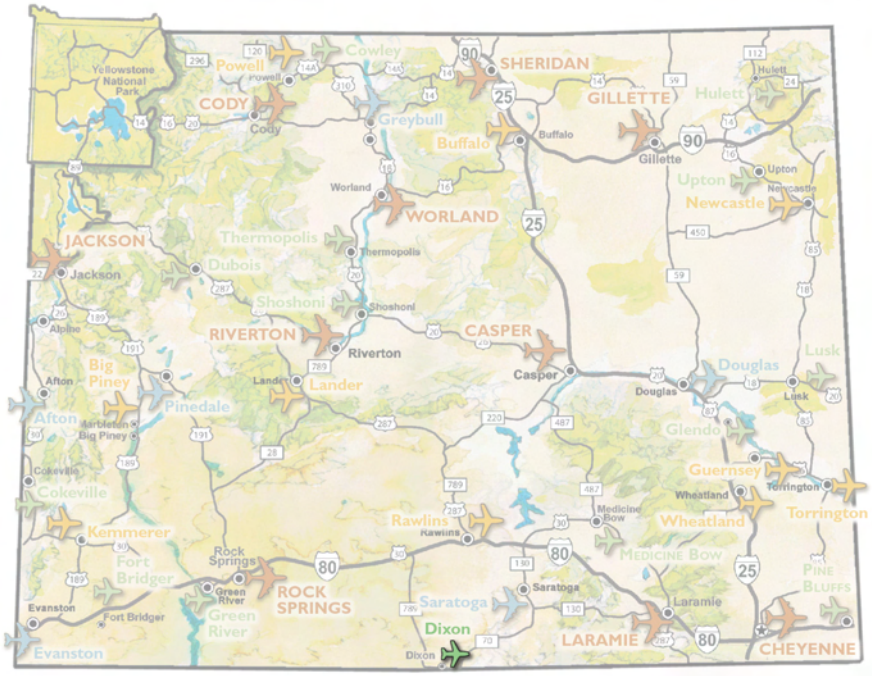
Total Costs (2007-2027)[1]	**$9,032,102.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication

[2] WACIP dated September 2008

Dixon – Dixon Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
9U4	Local	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
9	9	10	9	11	10	13

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2,600	2,600	2,651	2,600	2,703	2,600	2,810

REPORT CARD			
9U4	**Dixon Airport**	**Dixon**	**Local-Paved**
Facility/Service Objectives	Objective	9U4	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	7000 Feet	7000 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 24000	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – One End VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	97.62%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Wildlife Fence	Yes
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	None	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Public Phone – 24/7	No	**No**
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	12/2000	Not an Objective
Airport Layout Plan	Less than 10 years	12/2000	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	Yes	Not an Objective
Airport Manager	Airport Manager	No	**No**
Legislative Liaison	Suggested	Yes	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Dixon Airport	9U4	Dixon	Local - Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Landside Improvements:		
NADIN Connection		$1,000.00
Services:		
Public Phone - 24/7		$1,500.00
Administration:		
Airport Layout Plan (2010)		$65,000.00
Airport Layout Plan (2020)	WACIP Identified Project	$65,000.00
Land Use Protection Plan		$30,000.00
Total AIIP Costs		**$162,500.00**

WACIP Identified Projects[2]

Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Apron		$315,789.00
Pavement Maintenance		$227,779.00
Administration:		
Environmental Assessment		$263,158.00
Mid-term (2012-2016)		
Airside Improvements:		
Runway		$4,526,316.00
Land Acquisition		$315,789.00
Landside Improvements:		
Hangars		$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Taxiway		$1,263,158.00
Landside Improvements:		
Airport Equipment		$2,000.00
Administration:		
Airport Master Plan		$100,000.00
Airport Layout Plan (2020)	AIIP Identified Project	$65,000.00
Total WACIP Identified Projects		**$7,236,884.00**

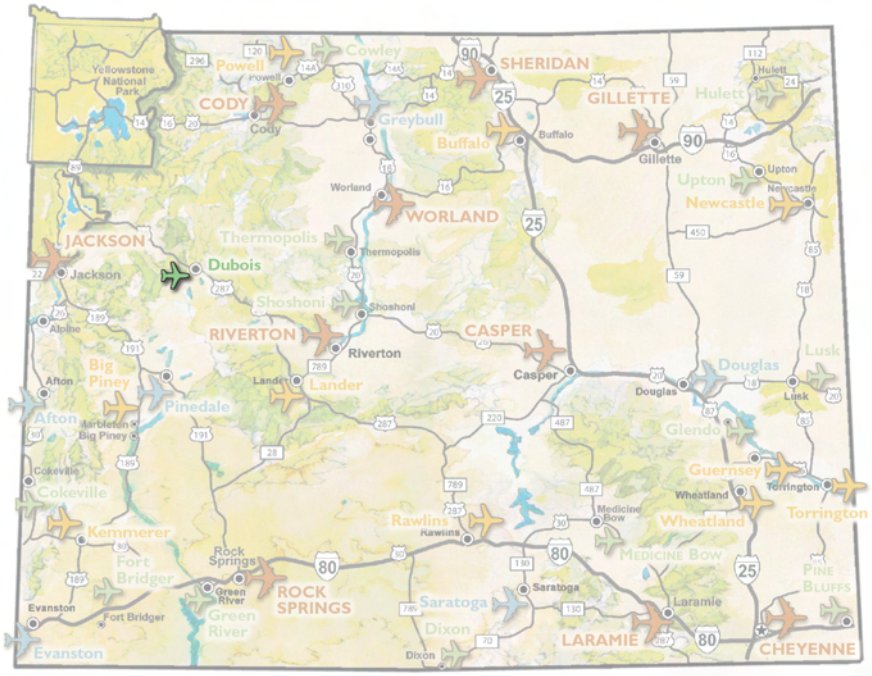
Total Costs (2007-2027)[1]	**$7,334,384.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication

[2] WACIP dated September 2008

Dubois – Dubois Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
U25	Local	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
11	11	13	11	15	11	22

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5,000	5,000	5,825	5,000	6,785	5,000	9,208

REPORT CARD					
U25	**Dubois Airport**		**Dubois**	**Existing Local-Paved & Future Intermediate**	
Facility/Service Objectives	Objective		U25	Objective Met?	
AIRSIDE (Primary Runway)	Existing	Future		Existing	Future
ARC	B-II	B-II	B-II	Yes	Yes
Runway Length	6100 Feet	7800 Feet	6100 Feet	Yes	**No**
Runway Width	75 Feet	Same	60 Feet	**No**	**No**
Runway Lights	MIRL	Same	MIRL	Yes	Yes
Pavement Strength	Single 12500 lbs	Single 20000	Single 24000	Yes	Yes
Taxiway	Maintain Existing Taxiway	Partial parallel, connector or turn around, width = 35 Feet	Connector Only-Width = 35 Feet	Yes	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	MITL	Yes	Yes
Instrument Approach Type	Not an Objective	Non-Precision	Visual	Yes	**No**
Approach Lighting System	Not an Objective	Not an Objective	MALSR - None MALS – None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)
Visual Aids	PAPI or VASI (one runway end, both ends suggested. REIL (one runway end, both ends suggested). Beacon and Lighted Wind Cone	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - One End VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**	**No**
Wind Coverage	Greater than 95% Suggested	Greater than 95%	-	Not Obj.	**No**
RSA	Standard RSA on paved rwys	Same	Yes	Yes	Yes
LANDSIDE					
Weather Reporting	AWOS or ASOS	Same	AWOS	Yes	Yes
Terminal	Not an Objective	Terminal	Commercial - No General Aviation - Yes	Not Obj.	Yes
Perimeter Fencing	Wildlife Fence	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes	Yes
Hangars	50% of Based Aircraft	75% of Based Aircraft	100%	Yes	Yes
Lighted Hangar Areas	Not an Objective	Suggested	No	Not Obj.	Not Obj.
Paved Auto Parking	Suggested	Same	No Number of Spaces - -	Not Obj.	Not Obj.
SERVICES					
FBO	Suggested	Same	No	Not Obj.	Not Obj.
Fuel	Suggested	100LL	100LL	Not Obj.	Yes
Ground Transportation	Suggested	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Not Obj.	Yes.
Pilot Lounge & Planning Room	Suggested	Same	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Not Obj.
Public Restrooms	Suggested	Public Restrooms 24/7	Yes – 24 Hours	Not Obj.	Yes
Public Phone	Public Phone – 24/7	Same	Yes – 24 Hours	Yes	Yes
Food	Not an Objective	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not Obj.	Not Obj.
Aircraft Maintenance	Suggested	Minor A & P	No	Not Obj.	**No**
Aircraft De-icing System	Not an Objective	Same	De-icing - No	Not Obj.	Not Obj.
De-icing Containment	Not an Objective	Same	Containment System - No	Not Obj.	Not Obj.
ADMINISTRATION					
Airport Master Plan	Suggested within 15 years	Less than 10 years old	03/1999 (Update in Progress)	Not Obj.	Yes
Airport Layout Plan	Less than10 years old	Less than 5 years old	03/1999 (Update in Progress)	Yes	**No**
Land Use Protection Plan	On record with Aeronautics	Same	Yes	Yes	Yes
Noise Contour Map	Suggested	Less than 10 years old	Unknown or None	Not Obj.	**No**
Pavement Management Plan	On record with Aeronautics	On record with Aeronautics	Yes	Yes	Yes
Minimum Standards	Suggested	On Record with Aeronautics	No	Not Obj.	**No**
Airport Manager	Airport manager	Same	Yes	Yes	Yes
Legislative Liaison	Suggested	Same	Yes	Not Obj.	Not Obj.
RPZ Ownership	Suggested	Fee/Easement Ownership	Yes	Not Obj.	Yes

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Dubois Municipal Airport	U25	Dubois	Local – Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Length (Primary)		$1,505,000.00*
Runway Width		$1,020,000.00
Instrument Approach Type		$20,000.00*
Visual Aids		$60,000.00
Wind Coverage		$1,000.00*
Landside Improvements:		
NADIN Connection		$1,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2017)	WACIP Identified Project	$110,000.00*
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00*
Airport Layout Plan (2012)		$65,000.00*
Airport Layout Plan (2022)		$65,000.00*
Environmental Assessment (Runway Length)		$200,000.00*
Minimum Standards		$40,000.00*
Total AIIP Costs		**$3,237,000.00**

WACIP Identified Projects[3]

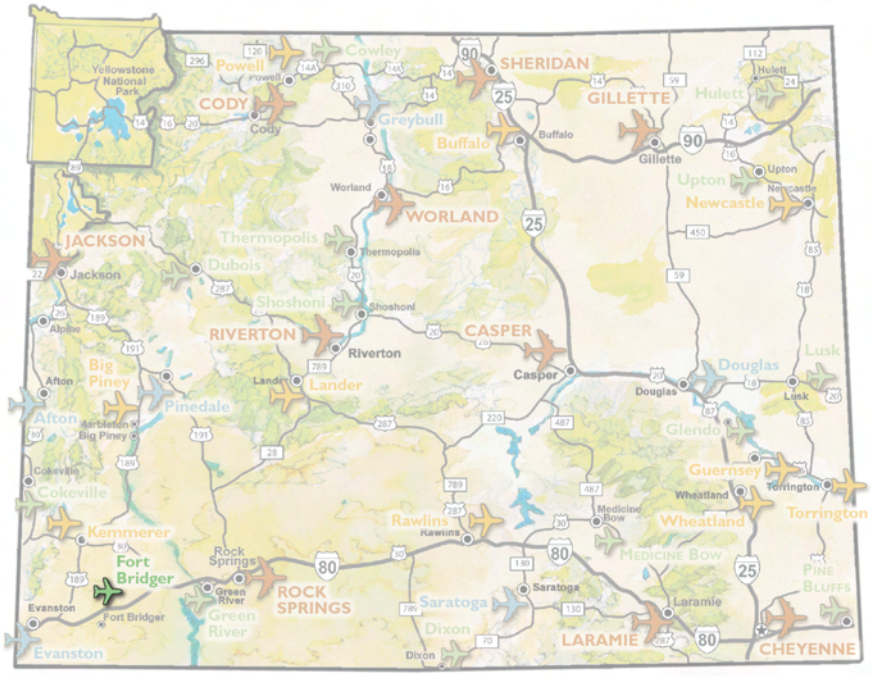
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Apron		$1,684,211.00
Land Acquisition		$520,204.00
Landside Improvements:		
Hangar		$315,789.00
Mid-term (2012-2016)		
No Mid-term projects requested on CIP		$0.00
Long-term (2017-2027)		
Airside Improvements:		
Taxiway		$675,000.00
Apron		$684,211.00
Land Acquisition		$60,000.00
Landside Improvements:		
Water Supply		$30,000.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$110,000.00
Total WACIP Identified Projects		**$4,079,415.00**

Total Costs (2007-2027)[1]	**$7,206,415.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008
* Identifies projects recommended due to classification change.

Fort Bridger – Fort Bridger Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
FBR	Local	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
10	9	10	9	10	8	11

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,500	3,460	3,567	3,420	3,635	3,342	3,776

REPORT CARD			
FBR	**Fort Bridger Airport**	**Fort Bridger**	**Local-Paved**
Facility/Service Objectives	Objective	FBR	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	6402 Feet	6402 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 24000	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Non-Precision	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – None VASI – One End REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	93.97%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Wildlife Fence	Yes
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 20	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes – 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes – 24 Hour	Yes
Food	Not an Objective	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Not an Objective	Major Airframe & Powerplant	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	Unknown or None (Update in Progress)	Not an Objective
Airport Layout Plan	Less than 10 years	01/1999 (Update in Progress)	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Fort Bridger Airport	FBR	Fort Bridger	Local - Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description	*Estimated Cost*
Landside Improvements:	
NADIN Connection	$1,000.00
Administration:	
Airport Layout Plan (2017)	$65,000.00
Airport Layout Plan (2027)	$65,000.00
Land Use Protection Plan	$30,000.00
Total AIIP Costs	**$161,000.00**

WACIP Identified Projects[1]

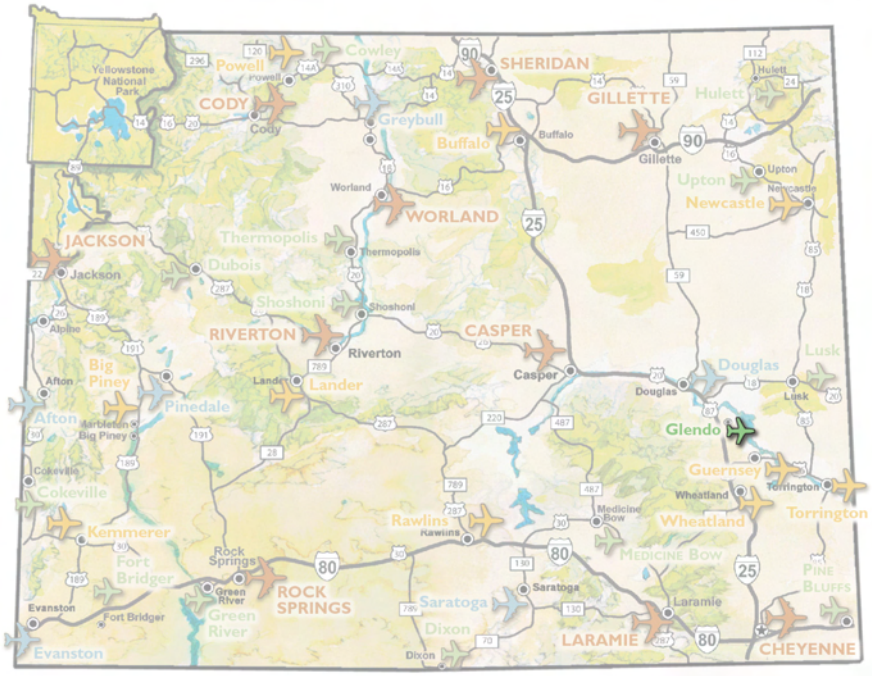
Project Description	*Estimated Cost*
Short-term (2007-2011)	
Airside Improvements:	
Runway	$971,851.00
Mid-term (2012-2016)	
Airside Improvements:	
Pavement Maintenance	$157,895.00
Long-term (2017-2027)	
Airside Improvements:	
Runway	$8,050,000.00
Runway Lights	$200,000.00
Apron	$425,000.00
Visual Aids	$165,000.00
Pavement Maintenance	$736,842.00
Land Acquisition	$80,000.00
Landside Improvements:	
Airport Equipment	$455,000.00
Administration:	
Airport Master Plan	$110,000.00
Environmental Assessment	$65,000.00
Total WACIP Identified Projects	**$11,416,588.00**

Total Costs (2007-2027)	**$11,577,588.00**

[1] WACIP dated September 2008

Glendo – Thomas Memorial Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
76V	Local	No	A-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
450	450	450	450	450	450	450

REPORT CARD			
76V	**Thomas Memorial Airport**	**Glendo**	**Local-Non Paved**
Facility/Service Objectives	Objective	76V	Objective Met?
AIRSIDE (Primary Runway)			
ARC	A-II	A-II	Yes
Runway Length	4397 Feet	4397 Feet	Yes
Runway Width	Maintain Existing Width	70 Feet	Yes
Runway Lights	Runway Edge Markers	None	**No**
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - No Wind Cone - Yes Lighted Wind Cone - No	Yes
Wind Coverage	Suggested Greater than 95%	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - No	**No**
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Thomas Memorial Airport	76V	Glendo	Local Non-Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description	*Estimated Cost*
Airside Improvements	
Runway Lights (Edge Markers)	5,500.00
Landside Improvements:	
Perimeter Fencing	$125,000.00
Total AIIP Costs	**$130,500.000**

WACIP Identified Projects[1]

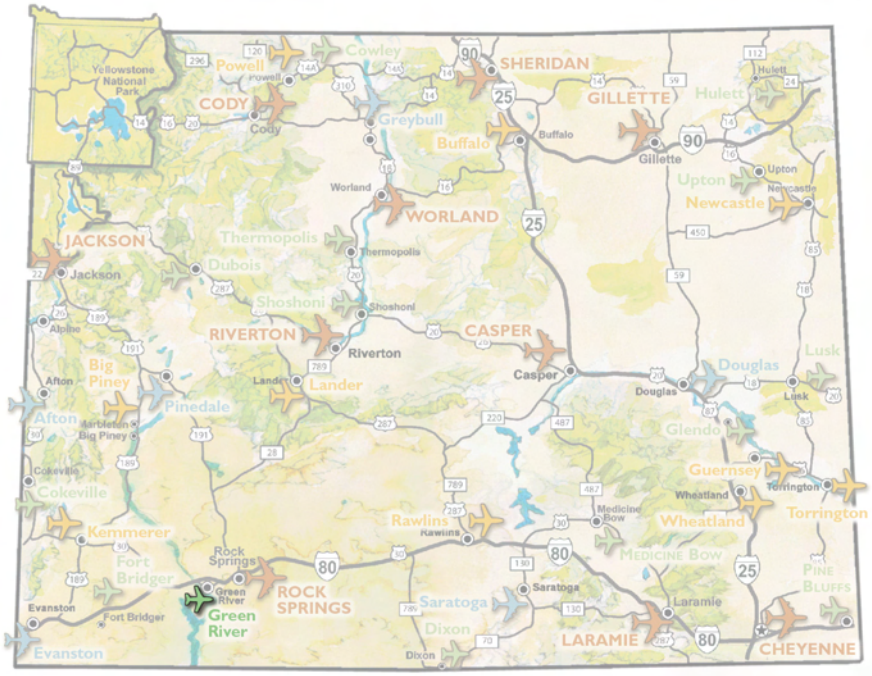
Project Description	*Estimated Cost*
Short-term (2007-2011)	
Administration:	
Airport Master Plan	$70,000.00
Mid-term (2012-2016)	
No Mid-term projects requested on CIP	$0.00
Long-term (2017-2027)	
No Mid-term projects requested on CIP	$0.00
Total WACIP Identified Projects	**$70,000.00**

Total Costs (2007-2027)	**$200,500.00**

[1] WACIP dated September 2008

Green River – Greater Green River Intergalactic Spaceport

Identifier	Wyoming Classification	NPIAS	Existing ARC
48U	Local	No	A-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
34	34	34	34	34	34	34

REPORT CARD			
48U	**Greater Green River Intergalactic Spaceport**	**Green River**	**Local-Non Paved**
Facility/Service Objectives	Objective	48U	Objective Met?
AIRSIDE (Primary Runway)			
ARC	A-II	A-II	Yes
Runway Length	4397 Feet	5800 Feet	Yes
Runway Width	Maintain Existing Width	130 Feet	Yes
Runway Lights	Runway Edge Markers	None	**No**
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - No Wind Cone - No Lighted Wind Cone - No	**No**
Wind Coverage	Suggested Greater than 95%	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - No Type - Field Fence	**No**
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	Yes	Not an Objective
Legislative Liaison	Not an Objective	Yes	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Greater Green River Intergalactic Spaceport **48U** **Green River** **Local Non-Paved**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description	*Estimated Cost*
Airside Improvements:	
Runway Lights (Edge Markers)	$7,000.00
Visual Aids	$40,000.00
Landside Improvements:	
Perimeter Fencing	$155,000.00
Total AIIP Costs	**$202,000.00**

WACIP Identified Projects[1]

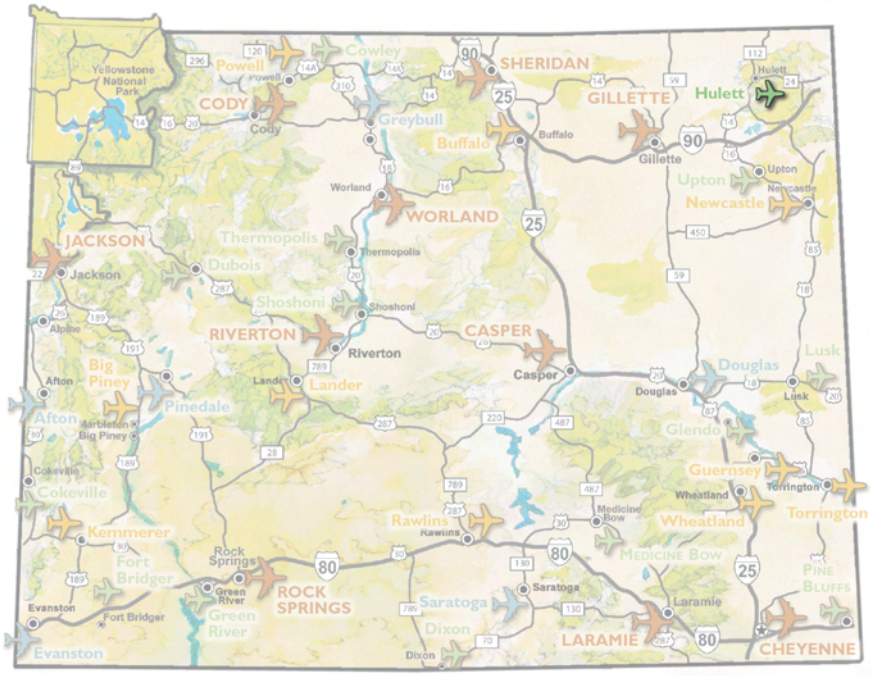
Project Description	*Estimated Cost*
Short-term (2007-2011)	
No Short-term projects requested on CIP	$0.00
Mid-term (2012-2016)	
No Mid-term projects requested on CIP	$0.00
Long-term (2017-2027)	
No Mid-term projects requested on CIP	$0.00
Total WACIP Identified Costs	**$0.00**

Total Costs (2007-2027)	**$202,000.00**

[1]WACIP dated September 2008

Hulett – Hulett Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
W43	Local	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5	6	7	8	10	13	20

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
1,400	1,400	1,843	1,400	2,426	1,400	4,203

REPORT CARD					
W43	**Hulett Municipal Airport**		**Hulett**	**Existing Local & Future Intermediate**	
Facility/Service Objectives	Objective		W23	Objective Met?	
AIRSIDE (Primary Runway)	Existing	Future		Existing	Future
ARC	B-II	Same	B-II	Yes	Yes
Runway Length	5500 Feet	6700 Feet	5500 Feet	Yes	**No**
Runway Width	75 Feet	Same	75 Feet	Yes	Yes
Runway Lights	MIRL	Same	MIRL	Yes	Yes
Pavement Strength	Single 12500 lbs	Single 20000	Single 12500	Yes	**No**
Taxiway	Maintain Existing Taxiway	Partial parallel, connector or turn around, width = 35 Feet	Full Parallel-Width = 35 Feet	Yes	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Reflectors	Yes	**No**
Instrument Approach Type	Not an Objective	Non-Precision	Non-Precision	Yes	Yes
Approach Lighting System	Not an Objective	Not an Objective	MALSR - None MALS – None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)
Visual Aids	PAPI or VASI (one runway end, both ends suggested). REIL (one runway end, both ends suggested). Beacon and Wind Cone	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI – Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes	Yes
Wind Coverage	Greater than 95% Suggested	Greater than 95%	93.3%	Not Obj.	**No**
RSA	Standard RSA on paved rwys	Same	No	**No**	**No**
LANDSIDE					
Weather Reporting	AWOS or ASOS	AWOS or ASOS	AWOS	Yes	Yes
Terminal	Not an Objective	Terminal	Commercial - No General Aviation - Yes	Not Obj.	Yes
Perimeter Fencing	Wildlife Fence	Same	Perimeter - Yes Type - Wildlife Fence	Yes	Yes
Hangars	50% of Based Aircraft	75% of Based Aircraft	100%	Yes	Yes
Lighted Hangar Areas	Not an Objective	Suggested	Yes	Not Obj.	Not Obj.
Paved Auto Parking	Suggested	Same	Yes Number of Spaces - 40	Not Obj.	Not Obj.
SERVICES					
FBO	Suggested	Same	No	Not Obj.	Not Obj.
Fuel	Suggested	100LL	100LL	Not Obj.	Yes
Ground Transportation	Suggested	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Not Obj.	Yes.
Pilot Lounge & Planning Room	Suggested	Same	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Not Obj.
Public Restrooms	Suggested	Public Restrooms - 24/7	Yes – 24 Hours	Not Obj.	Yes
Public Phone	Public Phone - 24/7	Same	Yes – 24 Hours	Yes	Yes
Food	Not an Objective	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not Obj.	Not Obj.
Aircraft Maintenance	Not an Objective	Minor A & P	No	Not Obj.	**No**
Aircraft De-icing System	Not an Objective	Same	De-icing - No	Not Obj.	Not Obj.
De-icing Containment System	Not an Objective	Same	Containment System - No	Not Obj.	Not Obj.
ADMINISTRATION					
Airport Master Plan	Suggested within 15 years	Less than 10 years old	Unknown or None	Not Obj.	**No**
Airport Layout Plan	Less than 10 years old	Less than 5 years old	06/2004	Yes	Yes
Land Use Protection Plan	On record with Aeronautics	Same	Yes	Yes	Yes
Noise Contour Map	Suggested	Less than 10 years old	Unknown or None	Not Obj.	**No**
Pavement Management Plan	On record with Aeronautics	Same	No	**No**	**No**
Minimum Standards	Suggested	On record with Aeronautics	No	Not Obj.	**No**
Airport Manager	Airport Manager	Same	Yes	Yes	Yes
Legislative Liaison	Suggested	Same	Yes	Not Obj.	Not Obj.
RPZ Ownership	Suggested	Fee/Easement Ownership	No	Not Obj.	**No**

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Hulett Municipal Airport	W43	Hulett	Local - Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
Runway Length (Primary)	WACIP Identified Project	$2,421,053.00*
Pavement Strength	WACIP Identified Project	$1,900,000.00*
Taxiway Lights		$54,000.00*
Wind Coverage		$5,100,000.00*
RSA		$3,000.00
Administration:		
Airport Master Plan/ALP[2]/Noise Contour Map (2007)	WACIP Identified Project	$263,158.00*
Airport Master Plan/ALP/Noise Contour Map (2017)	WACIP Identified Project	$110,000.00*
Airport Master Plan/ALP/Noise Contour Map (2027)		$150,000.00*
Airport Layout Plan (2012)		$65,000.00*
Airport Layout Plan (2022)	WACIP Identified Project	$110,000.00*
Environmental Assessment (Runway Length)	WACIP Identified Project	$150,000.00*
Environmental Assessment (Pavement Strength)		$315,789.00*
Environmental Assessment (Wind Coverage)		$200,000.00*
Environmental Assessment (Land Acquisition RPZs)		$200,000.00*
Minimum Standards		$40,000.00*
Fee/easement Ownership of existing RPZs		$28,000.00*
Total AIIP Costs		**$11,110,000.00**

WACIP Identified Projects[3]

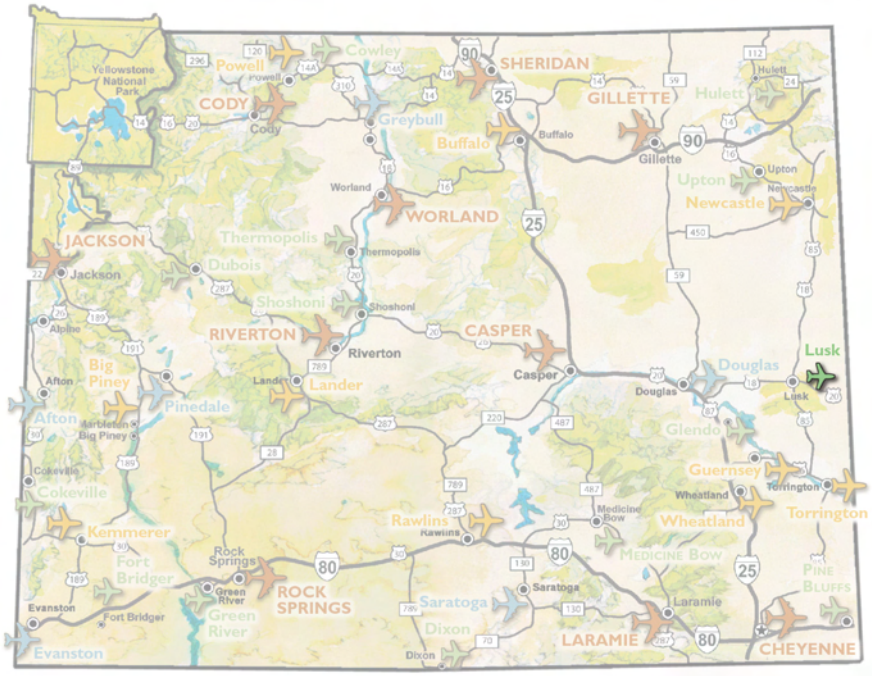
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Administration:		
Airport Master Plan (2007)	AIIP Identified Project	$263,158.00
Environmental Assessment (Pavement Strength)	AIIP Identified Project	$315,789.00
Noise		$52,632.00
Mid-term (2012-2016)		
Airside Improvements:		
Runway	AIIP Identified Project	$2,421,053.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$2,300,000.00
Apron		$1,437,500.00
Pavement Strength	AIIP Identified Project	$1,900,000.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	$110,000.00
Airport Layout Plan (2022)	AIIP Identified Project	$110,000.00
Environmental Assessment (Runway Length)		$150,000.00
Total WACIP Identified Projects		**$9,060,132.00**

Total Costs (2007-2027)[1]	**$15,050,132.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] ALP – Airport Layout Plan
[3] WACIP dated September 2008
* Identifies projects recommended due to classification change

Lusk – Lusk Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
LSK	Local	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2	2	3	1	4	1	7

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7,030	7,030	7,165	7,030	7,302	7,030	7,584

REPORT CARD			
LSK	**Lusk Municipal Airport**	**Lusk**	**Local-Paved**
Facility/Service Objectives	Objective	LSK	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	5058 Feet	5058 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 12500	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – One End VASI – None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	94.82%	Not an Objective
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - Yes	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Wildlife Fence	Yes
Hangars	50% of Based Aircraft		**No**
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - Yes Courtesy Car – Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - No	Not an Objective
Public Restrooms	Suggested	Yes – Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes – Not 24 Hour	**No**
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	None	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	09/2006	Not an Objective
Airport Layout Plan	Less than 10 years	01/2004	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	Yes	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Lusk Municipal Airport	LSK	Lusk	Local - Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
RSA	WACIP Identified Project	$4,225,000.00
Landside Improvements:		
NADIN Connection		$1,000.00
Hangars	WACIP Identified Project	$40,800.00
Administration:		
Airport Layout Plan (2014)		$65,000.00
Airport Layout Plan (2024)	WACIP Identified Project	$65,000.00
Land Use Protection Plan		$30,000.00
Total AIIP Costs		**$4,426,800.00**

WACIP Identified Projects[2]

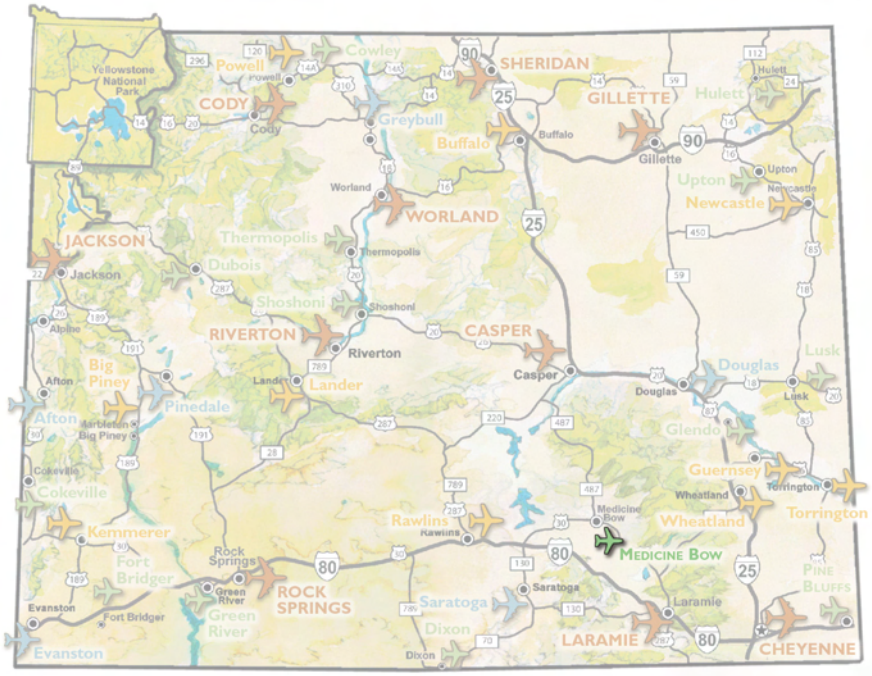
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		$473,684.00
Landside Improvements:		
Hangars	AIIP Identified Project	$40,800.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$789,474.00
Long-term (2017-2027)		
Airside Improvements:		
Runway	AIIP Identified Project	$4,225,000.00
Taxiway		$1,200,000.00
Apron		$1,425,000.00
Land Acquisition		$200,000.00
Administration:		
Airport Master Plan		$110,000.00
Airport Layout Plan	AIIP Identified Project	$65,000.00
Environmental Assessment		$225,000.00
Total WACIP Identified Projects		**$8,753,958.00**

Total Costs (2007-2027)[1]	**$8,849,958.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] WACIP dated September 2008

Medicine Bow – Medicine Bow Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
80V	Local	No	A-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
40	40	40	40	40	40	40

REPORT CARD			
80V	**Medicine Bow Airport**	**Medicine Bow**	**Local Non-Paved**
Facility/Service Objectives	Objective	80V	Objective Met?
AIRSIDE (Primary Runway)			
ARC	A-II	A-II	Yes
Runway Length	3170 Feet	3170 Feet	Yes
Runway Width	Maintain Existing Width	80 Feet	Not an Objective
Runway Lights	Runway Edge Markers	None	**No**
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - Yes Wind Cone - No Lighted Wind Cone - No	**No**
Wind Coverage	Greater than 95% Suggested	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - No	**No**
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Medicine Bow Airport **80V** **Medicine Bow** **Local Non-Paved**

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description	*Estimated Cost*
Airside Improvements:	
Runway Lights (Edge Markers)	$4,000.00
Visual Aids	$40,000.00
Landside Improvements:	
Perimeter Fencing	$99,400.00
Total AIIP Costs	**$143,400.00**

WACIP Identified Projects[1]

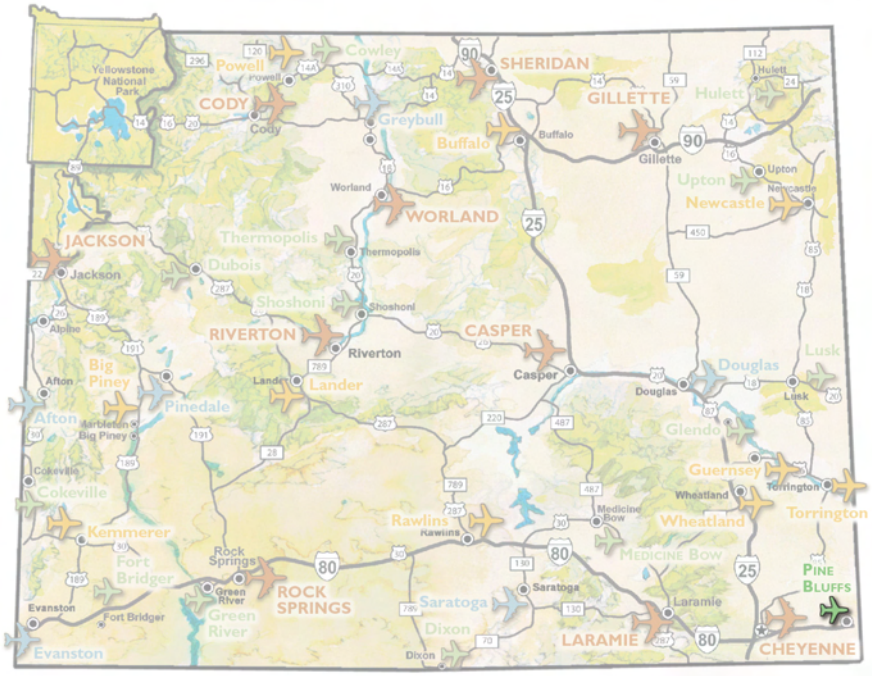
Project Description	*Estimated Cost*
Short-term (2007-2011)	
No Short-term projects requested on CIP	$0.00
Mid-term (2012-2016)	
No Mid-term projects requested on CIP	$0.00
Long-term (2017-2027)	
No Long-term projects requested on CIP	$0.00
Total WACIP Identified Projects	**$0.00**

Total Costs (2007-2027)	**$143,400.00**

[1] WACIP dated September 2008

Pine Bluffs – Pine Bluffs Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
82V	Local	Yes	B-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
9	9	10	9	10	10	12

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8,000	8,000	8,165	8,000	8,334	8,000	8,682

REPORT CARD			
82V	**Pine Bluffs Municipal Airport**	**Pine Bluffs**	**Local-Paved**
Facility/Service Objectives	Objective	82V	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-II	Yes
Runway Length	5336 Feet	5336 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 12500	Yes
Taxiway	Maintain Existing Taxiway	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – Both Ends VASI – None REIL – Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	96.35%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Field Fence	**No**
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	None (Fuel Available in Fall 2008)	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car – Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes – Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes –24 Hour	Yes
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	None	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	12/1995	Not an Objective
Airport Layout Plan	Less than 10 years	09/2001	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	Yes	Not an Objective
RPZ Ownership	Suggested	Yes	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Pine Bluffs Municipal Airport	82V	Pine Bluffs	Local - Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Landside Improvements:		
Perimeter Fence	WACIP Identified Project	$513,632.00
Administration:		
Airport Layout Plan (2011)		$65,000.00
Airport Layout Plan (2021)		$65,000.00
Total AIIP Costs		**$643,632.00**

WACIP Identified Projects[2]

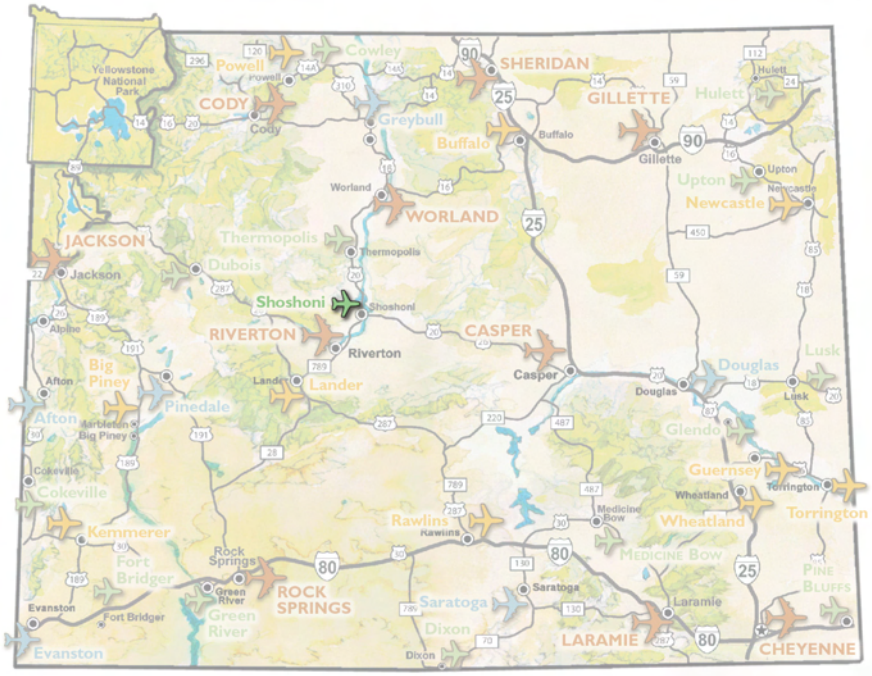
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Landside Improvements:		
Fence	AIIP Identified Project	$513,632.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		$315,789.00
Long-term (2017-2027)		
Airside Improvements:		
Runway		$1,100,000.00
Taxiway		$770,000.00
Administration:		
Airport Master Plan		$110,000.00
Total WACIP Identified Projects		**$2,809,421.00**

Total Costs (2007-2027)[1]	**$2,939,421.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] WACIP dated September 2008

Shoshoni – Shoshoni Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
49U	Local	No	A-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3	3	3	3	3	3	3

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
75	75	75	75	75	75	75

REPORT CARD			
49U	**Shoshoni Municipal Airport**	**Shoshoni**	**Local Non-Paved**
Facility/Service Objectives	Objective	49U	Objective Met?
AIRSIDE (Primary Runway)			
ARC	A-II	A-II	Yes
Runway Length	4650 Feet	4650 Feet	Yes
Runway Width	Maintain Existing Width	90 Feet	Yes
Runway Lights	Runway Edge Markers	None	**No**
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - No Wind Cone - No Lighted Wind Cone - No	**No**
Wind Coverage	Greater than 95% Suggested	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - Yes Type - Field Fence	Yes
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Shoshoni Municipal Airport	49U	Shoshoni	Local Non-Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description	*Estimated Cost*
Airside Improvements:	
Runway Lights (Edge Markers)	$6,000.00
Visual Aids	$40,000.00
Total AIIP Costs	**$46,000.00**

WACIP Identified Projects[1]

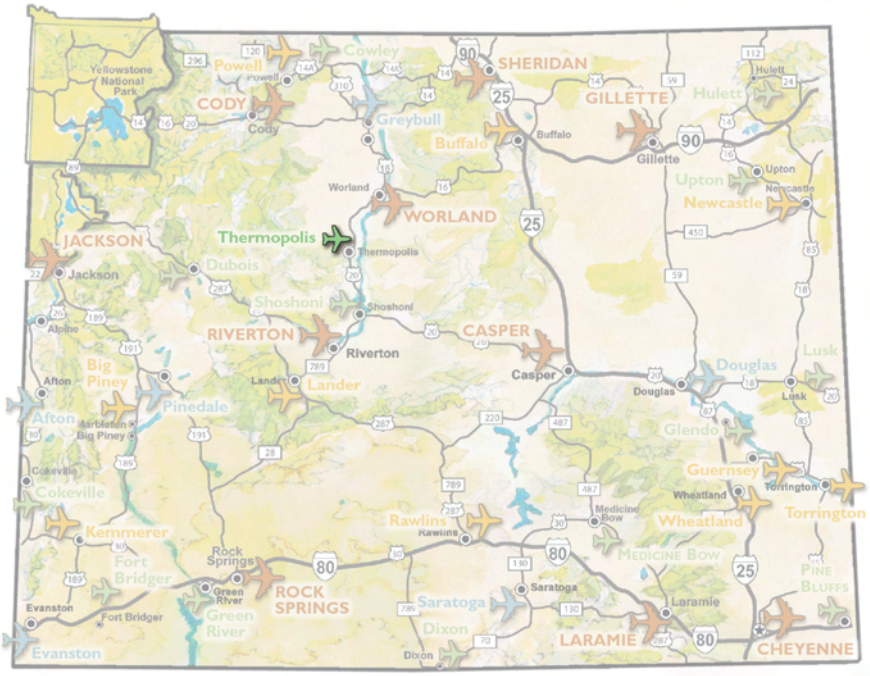
Project Description	*Estimated Cost*
Short-term (2007-2011)	
Airside Improvements:	
Apron	$500.00
Landside Improvements:	
Utilities	$70,000.00
Mid-term (2012-2016)	
No Mid-term projects requested on CIP	$0.00
Long-term (2017-2027)	
No Long-term projects requested on CIP	$0.00
Total WACIP Projects	**$70,500.00**

Total Costs (2007-2027)	**$116,500.00**

[1] WACIP dated September 2008

Thermopolis – Hot Springs County - Thermopolis Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
THP	Local	No	B-I



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8	5	8	4	8	2	9

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2,580	2,526	2,906	2,474	3,274	2,372	4,154

REPORT CARD			
THP	**Hot Springs County – Thermopolis Municipal Airport**	**Thermopolis**	**Local-Paved**
Facility/Service Objectives	Objective	THP	Objective Met?
AIRSIDE (Primary Runway)			
ARC	B-II	B-I	**No**
Runway Length	4800 Feet	4800 Feet	Yes
Runway Width	75 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 13000	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 460 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – None VASI – One End REIL – None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	**No**
Wind Coverage	≥ 95% Suggested	97.78%	Not an Objective
RSA	Standard RSA on all paved runways	No	**No**
LANDSIDE			
Weather Reporting	AWOS	None	**No**
Terminal	Not an Objective	Commercial - No General Aviation - Yes	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Security Fence	Yes
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 10	Not an Objective
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car – Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes – Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes –Not 24 Hour	**No**
Food	Not an Objective	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Not an Objective	None	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	03/2000	Not an Objective
Airport Layout Plan	Less than 10 years	03/2000	Yes
Land Use Protection Plan	On record with Aeronautics	No	**No**
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Hot Springs County - Thermopolis Municipal Airport	THP	Thermopolis	Local - Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description		*Estimated Cost*
Airside Improvements:		
RSA		$50,000.00
Visual Aids		$30,000.00
Pavement Maintenance	WACIP Identified Project	$200,000.00
Landside Improvements:		
Weather Reporting		$75,000.00
Administration:		
Airport Layout Plan (2010)		$65,000.00
Airport Layout Plan (2020)		$65,000.00
Land Use Protection Plan		$30,000.00
Total AIIP Costs		**$515,000.00**

WACIP Identified Projects[3]

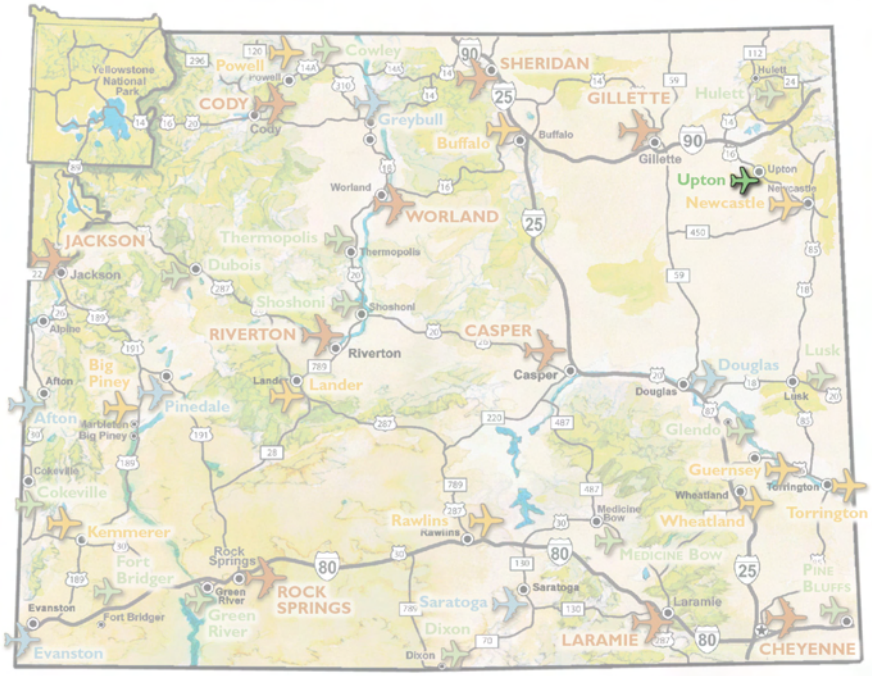
Project Description		*Estimated Cost*
Short-term (2007-2011)		
Airside Improvements:		
Runway[2]		$3,231,579.00
Pavement Maintenance	AIIP Identified Project	$200,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Runway		$12,210,526.00
Long-term (2017-2027)		
Administration:		
Airport Master Plan		$110,000.00
Total WACIP Identified Projects		**$15,752,105.00**

Total Costs (2007-2027)[1]	**$16,067,105.00**

[1] Total Costs include "WACIP Identified Project" costs only once to avoid duplication
[2] Includes cost for "New Airport"
[3] WACIP dated September 2008

Upton – Upton Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
83V	Local	No	A-II



Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
1	1	1	1	1	1	1

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
60	60	60	60	60	60	60

REPORT CARD			
83V	**Upton Municipal Airport**	**Upton**	**Local**
Facility/Service Objectives	Objective	83V	Objective Met?
AIRSIDE (Primary Runway)			
ARC	A-II	A-II	Yes
Runway Length	3710 Feet	3710 Feet	Yes
Runway Width	Maintain Existing Width	80 Feet	Yes
Runway Lights	Runway Edge Markers	None	**No**
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - Yes Wind Cone - No Lighted Wind Cone - No	**No**
Wind Coverage	Greater than 95% Suggested	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - Yes Type - Field Fence	Yes
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
SERVICES			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	
ADMINISTRATION			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN

Upton Municipal Airport	83V	Upton	Local Non-Paved

Airport Inventory & Implementation Plan (AIIP) Projects

Project Description	*Estimated Cost*
Airside Improvements:	
Runway Lights (Edge Markers)	$5,000.00
Visual Aids	$40,000.00
Total AIIP Costs	**$45,000.00**

WACIP Identified Projects[1]

Project Description	*Estimated Cost*
Short-term (2007-2011)	
No Short-term projects requested on CIP	$0.00
Mid-term (2012-2016)	
No Mid-term projects requested on CIP	$0.00
Long-term (2017-2027)	
No Long-term projects requested on CIP	$0.00
Total WACIP Identified Projects	**$0.00**

Total Costs (2007-2027)	**$45,000.00**

[1] WACIP dated September 2008